

YOUR INPUT NEEDED!

PROPOSED RFTA WINTER SERVICE REDUCTIONS

In response to bus operator shortages, we are considering specific reductions to our winter season services. Your input is highly valuable as we navigate these service changes.

¡SE NECESITA SU OPINIÓN! REDUCCIONES PROPUESTAS DEL SERVICIO DE INVIERNO DE LA RFTA

En respuesta a la escasez de operadores de autobuses, estamos considerando reducciones específicas en nuestros servicios de temporada de invierno. Su opinión es muy valiosa a medida que navegamos por estos cambios en el servicio.

2023-2024 Proposed RFTA Winter Service Reductions Starting November 21, 2023

Reducciones propuestas del servicio de invierno de RFTA2023-2024 a partir del 21 de noviembre de 2023

HOGBACK (HGB) SERVICE: **5 outbound & 5 inbound trips removed between New Castle & Glenwood Springs**

Reductions will be made during non-peak commuting hours

SERVICIO HOGBACK (HGB): 5 viajes de ida y 5 de vuelta eliminados entre New Castle y Glenwood Springs

Las reducciones se realizarán durante las horas de viaje no pico

HIGHLANDS FLYER (FL) SERVICE: **Elimination of service**

Transfer required at 8th street or Maroon Creek roundabout from regional buses for trips from Brush Creek Park & Ride to Highlands

SERVICIO HIGHLANDS FLYER (FL): Eliminación del servicio

Se requiere transferencia en la calle 8 o en la rotonda de Maroon Creek desde los autobuses regionales para viajes desde Brush Creek Park & Ride a Highlands

HIGHLANDS (AH) SERVICE: **1 bus removed from weekday service**

Reduced frequency of Highlands Service between Aspen Highland, 20 minutes during peak periods

Full service will remain during ski service on Saturdays and Sunday

SERVICIO HIGHLANDS (AH): 1 autobús retirado del servicio Highlands de lunes a viernes

Frecuencia reducida del servicio Highlands entre Aspen Highland, 20 minutos durante los períodos

El servicio completo permanecerá durante el servicio de esquí los sábados y domingos

VELOCIRFTA (BRT) SERVICE: **15 trips reduced daily**

10-minute headways during peak service (7 minutes in past Winter service plans)

Trips reduced to align with Summer 2023 service levels

SERVICIO VELOCIRFTA (BRT): 15 viajes reducidos diariamente

Avances de 10 minutos durante el servicio pico (7 minutos en los planes de servicio de invierno anteriores)

Viajes reducidos para alinearse con los niveles de servicio del verano de 2023

This is your RFTA service & YOUR VOICE MATTERS!

We invite you to share your thoughts and concerns with us.

Please submit your comments at:

www.surveymonkey.com/r/RFTAwinter2023

or scan this QR code



¡Este es su servicio RFTA y SU VOZ IMPORTA! Le invitamos a compartir sus pensamientos y preocupaciones con nosotros. Por favor, envíe sus comentarios a www.surveymonkey.com/r/RFTAwinter2023 o escanee este código QR.



RFTA SYSTEM WIDE MAP



HGB

HOGBACK SERVICE REDUCTIONS:

5 outbound & 5 inbound trips removed between New Castle & Glenwood Springs
Reductions will be made during non-peak commuting hours

HGB EASTBOUND

Rifle, Silt, New Castle — Glenwood Springs

Rifle Metro Park	New Castle Main St +6th St	Glenwood 27th St Station
STOP ID: 153	STOP ID: 178	STOP ID: 200
5:15 AM	5:40 AM	6:08 AM
6:15 AM	6:40 AM	7:08 AM
6:45 AM	7:10 AM	7:38 AM
---	7:40 AM	8:08 AM
7:45 AM	8:10 AM	8:38 AM
---	8:40 AM	9:08 AM
9:15 AM	9:40 AM	10:08 AM
---	10:40 AM	11:08 AM
---	12:40 PM	1:08 PM
---	2:40 PM	3:08 PM
---	4:10 PM	4:38 PM
4:15 PM	4:40 PM	5:08 PM
---	5:10 PM	5:38 PM
5:15 PM	5:40 PM	6:08 PM
6:15 PM	6:40 PM	7:08 PM
7:15 PM	7:40 PM	8:08 PM
8:15 PM	8:40 PM	9:08 PM

HGB WESTBOUND

Glenwood Springs — Rifle, Silt, New Castle

Glenwood 27th St Station	New Castle Main St +6th St	Rifle Metro Park
STOP ID: 200	STOP ID: 11	STOP ID: 153
5:35 AM	6:01 AM	6:24 AM
6:35 AM	7:01 AM	7:24 AM
7:05 AM	7:31 AM	---
8:05 AM	8:31 AM	8:54 AM
10:05 AM	10:31 AM	---
12:05 PM	12:31 PM	---
2:05 PM	2:31 PM	---
3:05 PM	3:31 PM	3:54 PM
3:35 PM	4:01 PM	---
4:05 PM	4:31 PM	4:54 PM
4:35 PM	5:01 PM	---
5:05 PM	5:31 PM	5:54 PM
5:35 PM	6:01 PM	---
6:05 PM	6:31 PM	6:54 PM
7:05 PM	7:31 PM	7:54 PM
8:05 PM	8:31 PM	8:54 PM
9:05 PM	9:31 PM	9:54 PM

BRT

VELOCIRFTA BRT SERVICE REDUCTIONS:

15 trips reduced daily
10-minute headways during peak service (7 minutes in past Winter service plans)
Trips reduced to align with Summer 2023 service levels

BRT UPVALLEY

Glenwood, Carbondale, El Jabel/Basalt — Aspen

West Glenwood P&R	27th St Station	Carbondale P&R	El Jabel P&R UV	Willits UV	Basalt P&R UV	Brush Creek P&R UV	AABC Airport UV	Buttermilk UV	Rubey Park Transit Center
STOP ID: 96	STOP ID: 200	STOP ID: 202	STOP ID: 310	STOP ID: 312	STOP ID: 34	STOP ID: 346	STOP ID: 213	STOP ID: 146	STOP ID: 97
4:35 AM	4:50 AM	5:05 AM	5:15 AM	5:16 AM	5:21 AM	5:36 AM	5:40 AM	5:41 AM	5:54 AM
5:05 AM	5:20 AM	5:35 AM	5:45 AM	5:46 AM	5:51 AM	6:06 AM	6:10 AM	6:11 AM	6:24 AM
5:20 AM	5:35 AM	5:50 AM	6:00 AM	6:01 AM	6:06 AM	6:21 AM	6:25 AM	6:26 AM	6:39 AM
5:30 AM	5:45 AM	6:00 AM	6:10 AM	6:11 AM	6:16 AM	6:31 AM	6:35 AM	6:36 AM	6:49 AM
5:40 AM	5:55 AM	6:10 AM	6:20 AM	6:21 AM	6:26 AM	6:41 AM	6:45 AM	6:46 AM	6:59 AM
5:50 AM	6:05 AM	6:20 AM	6:30 AM	6:31 AM	6:36 AM	6:51 AM	6:55 AM	6:56 AM	7:09 AM
6:00 AM	6:15 AM	6:30 AM	6:40 AM	6:41 AM	6:46 AM	7:01 AM	7:05 AM	7:06 AM	7:19 AM
6:10 AM	6:25 AM	6:40 AM	6:50 AM	6:51 AM	6:56 AM	7:11 AM	7:15 AM	7:16 AM	7:29 AM
6:20 AM	6:35 AM	6:50 AM	7:00 AM	7:01 AM	7:06 AM	7:21 AM	7:25 AM	7:26 AM	7:39 AM
6:30 AM	6:45 AM	7:00 AM	7:10 AM	7:11 AM	7:16 AM	7:31 AM	7:35 AM	7:36 AM	7:49 AM
6:40 AM	6:55 AM	7:10 AM	7:20 AM	7:21 AM	7:26 AM	7:41 AM	7:45 AM	7:46 AM	7:59 AM
6:50 AM	7:05 AM	7:20 AM	7:30 AM	7:31 AM	7:36 AM	7:51 AM	7:55 AM	7:56 AM	8:09 AM
7:00 AM	7:15 AM	7:30 AM	7:40 AM	7:41 AM	7:46 AM	8:01 AM	8:05 AM	8:06 AM	8:19 AM
---	7:25 AM	7:40 AM	7:50 AM	7:51 AM	7:56 AM	8:11 AM	8:15 AM	8:16 AM	8:29 AM
---	7:35 AM	7:50 AM	8:00 AM	8:01 AM	8:06 AM	8:21 AM	8:25 AM	8:26 AM	8:39 AM
7:35 AM	7:50 AM	8:05 AM	8:15 AM	8:16 AM	8:21 AM	8:36 AM	8:40 AM	8:41 AM	8:54 AM
---	8:05 AM	8:20 AM	8:30 AM	8:31 AM	8:36 AM	8:51 AM	8:55 AM	8:56 AM	9:09 AM
---	8:20 AM	8:35 AM	8:45 AM	8:46 AM	8:51 AM	9:06 AM	9:10 AM	9:11 AM	9:24 AM
---	8:35 AM	8:50 AM	9:00 AM	9:01 AM	9:06 AM	9:21 AM	9:25 AM	9:26 AM	9:39 AM
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---	11:50 AM	12:05 PM	12:15 PM	12:16 PM	12:21 PM	12:36 PM	12:40 PM	12:41 PM	12:54 PM
12:05 PM	12:20 PM	12:35 PM	12:45 PM	12:46 PM	12:51 PM	1:06 PM	1:10 PM	1:11 PM	1:24 PM
12:35 PM	12:50 PM	1:05 PM	1:15 PM	1:16 PM	1:21 PM	1:36 PM	1:40 PM	1:41 PM	1:54 PM
1:05 PM	1:20 PM	1:35 PM	1:45 PM	1:46 PM	1:51 PM	2:06 PM	2:10 PM	2:11 PM	2:24 PM
---	1:50 PM	2:05 PM	2:15 PM	2:16 PM	2:21 PM	2:36 PM	2:40 PM	2:41 PM	2:54 PM
1:50 PM	2:05 PM	2:20 PM	2:30 PM	2:31 PM	2:36 PM	2:51 PM	2:55 PM	2:56 PM	3:09 PM
---	2:20 PM	2:35 PM	2:45 PM	2:46 PM	2:51 PM	3:06 PM	3:10 PM	3:11 PM	3:24 PM
---	2:35 PM	2:50 PM	3:00 PM	3:01 PM	3:06 PM	3:21 PM	3:25 PM	3:26 PM	3:39 PM
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---	7:20 PM	7:35 PM	7:45 PM	7:46 PM	7:51 PM	8:06 PM	8:10 PM	8:11 PM	8:24 PM
7:35 PM	7:50 PM	8:05 PM	8:15 PM	8:16 PM	8:21 PM	8:36 PM	8:40 PM	8:41 PM	8:54 PM
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---	10:20 PM	10:35 PM	10:45 PM	10:46 PM	10:51 PM	11:06 PM	11:10 PM	11:11 PM	11:24 PM
---	10:50 PM	11:05 PM	11:15 PM	11:16 PM	11:21 PM	11:36 PM	11:40 PM	11:41 PM	11:54 PM

BRT DOWNVALLEY

Aspen — Glenwood, Carbondale, El Jabel/Basalt

Rubey Park Transit Center	Buttermilk UV	AABC Airport UV	Brush Creek P&R UV	Basalt P&R UV	Willits UV	El Jabel P&R UV	Carbondale P&R	27th St Station	West Glenwood P&R
STOP ID: 97	STOP ID: 146	STOP ID: 213	STOP ID: 346	STOP ID: 34	STOP ID: 312	STOP ID: 310	STOP ID: 202	STOP ID: 200	STOP ID: 96
4:35 AM	5:53 AM	5:54 AM	5:58 AM	6:12 AM	6:18 AM	6:18 AM	6:18 AM	6:45 AM	---
6:20 AM	6:28 AM	6:29 AM	6:33 AM	6:47 AM	6:52 AM	6:52 AM	7:03 AM	7:20 AM	---
6:50 AM	6:58 AM	6:59 AM	7:03 AM	7:17 AM	7:22 AM	7:22 AM	7:23 AM	7:50 AM	---
7:05 AM	7:13 AM	7:14 AM	7:18 AM	7:32 AM	7:37 AM	7:37 AM	7:48 AM	8:05 AM	---
7:20 AM	7:28 AM	7:29 AM	7:33 AM	7:47 AM	7:52 AM	7:52 AM	8:03 AM	8:20 AM	---
7:35 AM	7:43 AM	7:44 AM	7:48 AM	8:02 AM	8:07 AM	8:07 AM	8:08 AM	8:18 AM	8:35 AM
7:50 AM	7:58 AM	7:59 AM	8:03 AM	8:17 AM	8:22 AM	8:22 AM	8:33 AM	8:50 AM	---
8:05 AM	8:13 AM	8:14 AM	8:18 AM	8:32 AM	8:37 AM	8:37 AM	8:48 AM	9:05 AM	9:17
8:20 AM	8:28 AM	8:29 AM	8:33 AM	8:47 AM	8:52 AM	8:52 AM	9:03 AM	9:20 AM	---
8:35 AM	8:43 AM	8:44 AM	8:48 AM	9:02 AM	9:07 AM	9:07 AM	9:18 AM	9:35 AM	---
8:50 AM	8:58 AM	8:59 AM	9:03 AM	9:17 AM	9:22 AM	9:22 AM	9:33 AM	9:50 AM	---
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11:50 AM	11:58 AM	11:59 AM	12:03 PM	12:17 PM	12:22 PM	12:22 PM	12:33 PM	12:50 PM	1:02 PM
12:20 PM	12:28 PM	12:29 PM	12:33 PM	12:47 PM	12:52 PM	12:52 PM	1:03 PM	1:20 PM	1:32 PM
12:50 PM	12:58 PM	12:59 PM	1:03 PM	1:17 PM	1:22 PM	1:22 PM	1:33 PM	1:50 PM	---
1:20 PM	1:28 PM	1:29 PM	1:33 PM	1:47 PM	1:52 PM	1:52 PM	2:03 PM	2:20 PM	2:32 PM
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2:20 PM	2:28 PM	2:29 PM	2:33 PM	2:47 PM	2:52 PM	2:52 PM	3:03 PM	3:20 PM	---
2:35 PM	2:43 PM	2:44 PM	2:48 PM	3:02 PM	3:07 PM	3:07 PM	3:18 PM	3:35 PM	---
2:50 PM	2:58 PM	2:59 PM	3:03 PM	3:17 PM	3:22 PM	3:22 PM	3:33 PM	3:50 PM	4:02 PM
3:05 PM	3:13 PM	3:14 PM	3:18 PM	3:32 PM	3:37 PM	3:37 PM	3:48 PM	4:05 PM	---
3:20 PM	3:28 PM	3:29 PM	3:33 PM	3:47 PM	3:52 PM	3:52 PM	4:03 PM	4:20 PM	4:32 PM
3:30 PM	3:38 PM	3:39 PM	3:43 PM	3:57 PM	4:02 PM	4:02 PM	4:13 PM	4:30 PM	4:42 PM
3:40 PM	3:48 PM	3:49 PM	3:53 PM	4:07 PM	4:12 PM	4:12 PM	4:23 PM	4:40 PM	---
3:50 PM	3:58 PM	3:59 PM	4:03 PM	4:17 PM	4:22 PM	4:22 PM	4:33 PM	4:50 PM	---
4:00 PM	4:08 PM	4:09 PM	4:13 PM	4:27 PM	4:32 PM	4:32 PM	4:43 PM	5:00 PM	5:12 PM
4:10 PM	4:18 PM	4:19 PM	4:23 PM	4:37 PM	4:42 PM	4:42 PM	4:53 PM	5:10 PM	---
4:20 PM	4:28 PM	4:29 PM	4:33 PM	4:47 PM	4:52 PM	4:52 PM	5:03 PM	5:20 PM	---
4:30 PM	4:38 PM	4:39 PM	4:43 PM	4:57 PM	5:02 PM	5:02 PM	5:13 PM	5:30 PM	5:42 PM
4:40 PM	4:48 PM	4:49 PM	4:53 PM	5:07 PM	5:12 PM	5:12 PM	5:23 PM	5:40 PM	---
4:50 PM	4:58 PM	4:59 PM	5:03 PM	5:17 PM	5:22 PM	5:22 PM	5:33 PM	5:50 PM	---
5:00 PM	5:08 PM	5:09 PM	5:13 PM	5:27 PM	5:32 PM	5:32 PM	5:43 PM	6:00 PM	6:12 PM
5:10 PM	5:18 PM	5:19 PM	5:23 PM	5:37 PM					

2023



RFTA 27th Street Project

Pedestrian Underpasses

RFTA UPDATE
October, 2023



SE Pedestrian Underpass capped off and final touches

The Myers & Sons crew have completed the east half of the CO 82 underpass. Crews have continued excavating and forming for the walls along the trail leading to the underpass. Anticipated work for the rest of the month include finishing of the board form walls, utilities, waterproofing, backfill, grading, and paving.

By the end of October, the project will move into Phase 2 with a new temporary road alignment over the east half of the tunnel.



SE Pedestrian ramp at BRT Station



Current construction activities on the east side of the tunnel access trail

Rendering showing what the final product will be - snowmelted, 8% grade with landings, grab rail, lighted, landscaped.







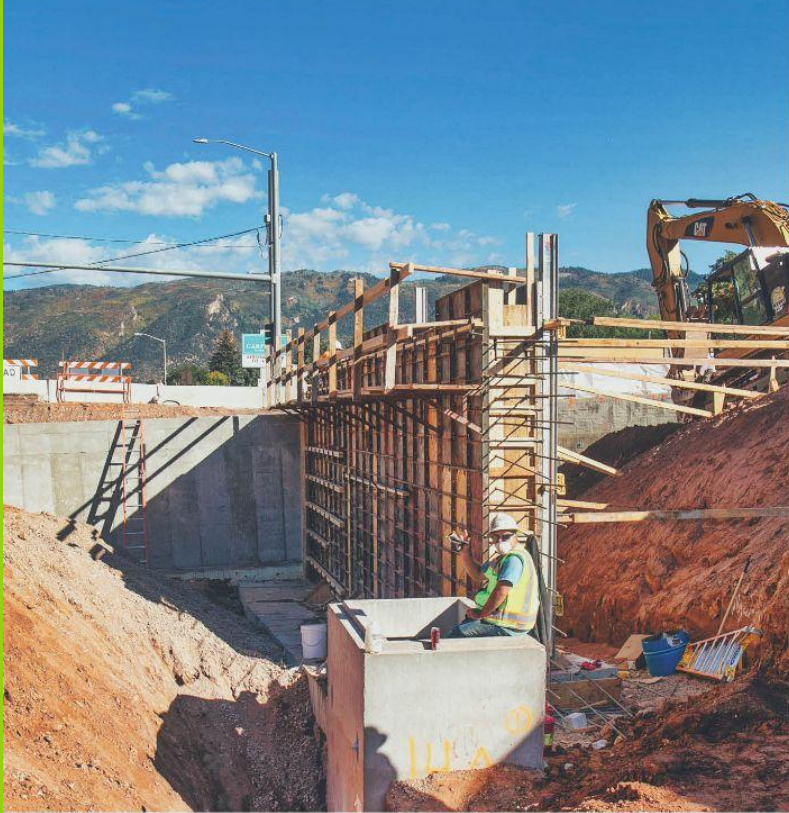
Shoring for excavation and interior tunnel ceiling forming



SE CORNER



East side portal of the SH82 tunnel and wall forming



SE CORNER



Retaining walls along the access trail to the east portal



Shoring for the east portal of SH 82 tunnel

Drone photo from 27th Station and
SH 82 construction site



Drone photo from 27th Station and SH 82 construction site





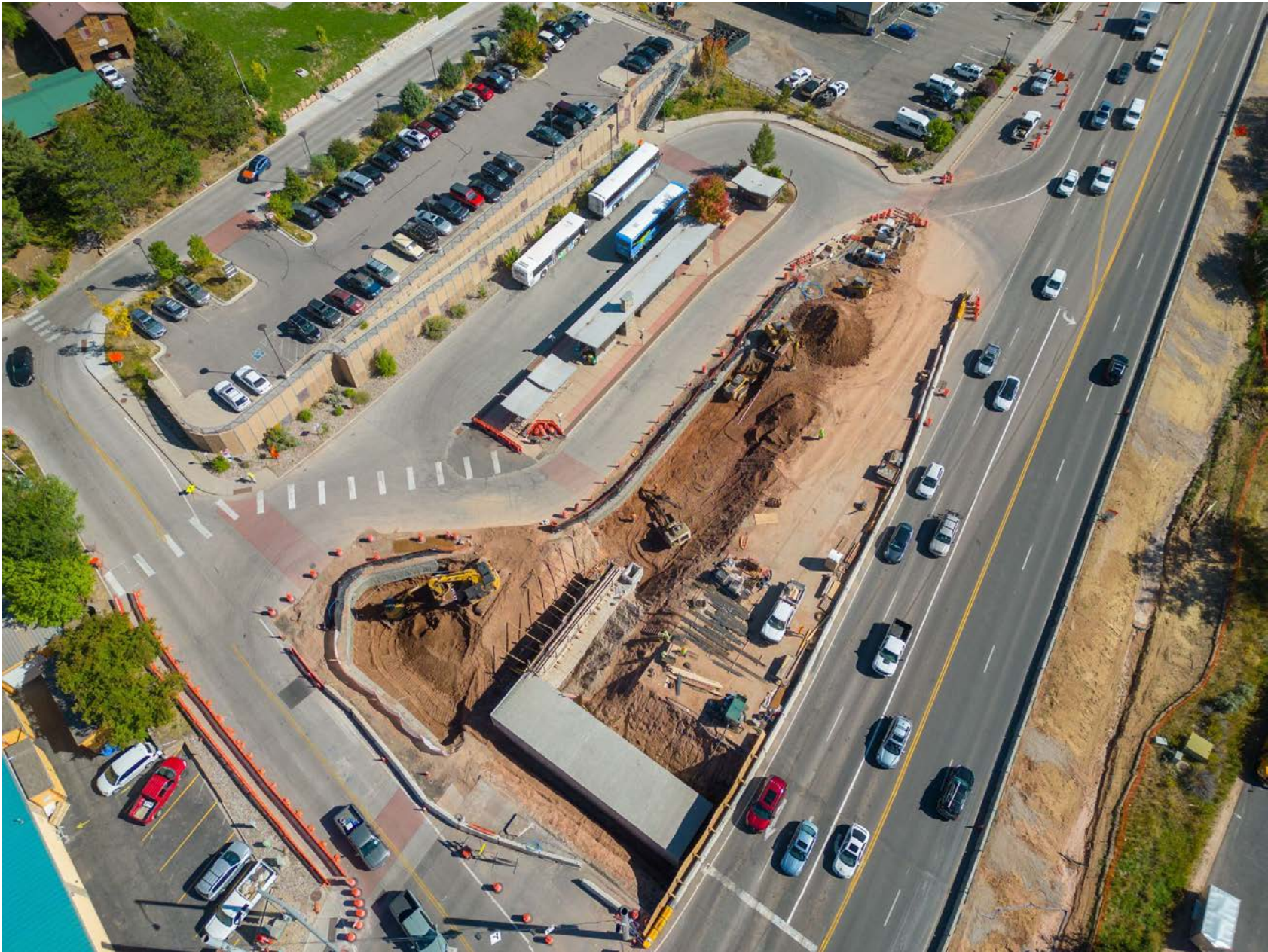
Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site



Drone photo from 27th Station and SH 82 construction site




Connect to the project

For more information or to sign up for construction alerts please email or call us:

 Colorado HWY 82 & 27th Street

 RFTA27streetproject@gmail.com

 970-309-1865

 www.27thstreetproject.com

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 [RIDE.RFTA](https://www.facebook.com/RIDE.RFTA)

 [@RFTA](https://twitter.com/RFTA)



GLEN AVE
27TH ST

THANK YOU



Behind The Wheel

RFTA'S INTERNAL NEWSLETTER



FALL 2023



Biking into the Future with RFTA's First and Last Mobility Program

Q & A with David Pesnichak (Planning)

This system has been years in the making and is gratefully coming to fruition thanks to RFTA's tremendous support, alignment, and investment in bikeshare as part of enhancing the valley's first- and-last mile mobility offerings.

What is the First and Last program?

The Valley's bikeshare system is a partnership between WE-cycle, RFTA, and the jurisdiction in which the system is located. The Carbondale bike share launch was a significant effort for all partners. While the on-the-ground launch of the Carbondale system was led by WE-cycle staff, RFTA (mostly Dan Blankenship and David Johnson) and the Town of Carbondale staff were pivotal in laying the groundwork to make this project come to fruition.

WE-cycle is free to use for the first 30-minutes (it is necessary to create an account at www.we-cycle.org) and it is intended to connect residents and visitors to transit stations and other destinations throughout town. Once an account is created, bikes can easily be checked out for free using the Transit app or obtaining a physical card from WE-cycle.

How many cycle stations are planned?

Over the past several years, RFTA has been working to develop a bikeshare plan that is Valley wide. This effort was kicked off by the voter approved Destination 2040 in 2018 which, among many other things, identified expansion funds for bikeshare. This bikeshare plan identifies where and when the system expansions are to occur throughout the Valley provided the amount of funding available through Destination 2040. The number of new stations varies from jurisdiction to jurisdiction with some being expansions to existing systems such as in Aspen and Basalt while others are entirely new system launches such as in Carbondale and eventually Glenwood Springs. The latest launch in Carbondale, for example, included 17 stations and 80 bikes (Half e-bikes and Half pedal bikes).

What are the anticipated achievements of the First / Last mile?

First / Last mile is referring to how people get to and from transit stops. There are many different ways that our customers complete their first and last miles, including walking, biking, driving, scooters, carpooling, using a RFTA circulator service, on-demand services like the Aspen Downtowner or Basalt Connect, or bikeshare like WE-cycle. RFTA's efforts to promote easy and convenient first and last mile connections to transit is intended to reduce the friction for our customers trying to reach our services. By improving access to transit, we are able to not only promote the use of RFTA's transit services but also increase the mobility options people have to move throughout the Valley.

Will this be in all the towns from Rifle ↔ Aspen?

While WE-cycle is currently operating in Aspen, Snowmass, Basalt, Eagle County (including Willits), and Carbondale, a future system launch is in the planning stages in Glenwood Springs. There are no current plans to expand beyond Glenwood Springs at the moment, but depending on a number of factors such as funding, staff capacity and Town interest, New Castle could be next on the list. But any potential launch in New Castle would be several years out.

How many are currently up and running?

WE-cycle, which is a non-profit 501(c)(3) founded in 2013, currently operates a total of 63 stations, 754 docking points, and 303 bicycles and e-bikes throughout its systems, not including the newly launched Carbondale system. Again, not including Carbondale, riders took 38,401 trips on WE-cycle in July 2023 alone. Use of WE-cycles systems is up significantly in 2023 and continues to climb!

Any known results yet of use?

While statistics on the Aspen, Snowmass, Basalt and Eagle County (Willits) systems are collected monthly and are more established, we do not yet have a full month of data for the Carbondale system, which just launched in early August. We are expecting Carbondale usage data shortly. Preliminary glimpses of the data, however, show a very strong start to Carbondale's system with the Carbondale Park and Ride being the most heavily utilized station.

WE-CYCLE RIBBON CUTTING CEREMONY AT CARBONDALE TOWN HALL AUGUST 4

There was a well-attended and enthusiastic gathering at the Town Hall WE-cycle solar-powered docking station to celebrate the grand opening of the Carbondale WE-cycle bikeshare system! The event was commemorated by brief addresses by Mirte Mallory, Executive Director, WE-cycle, James Currie, System Director, Dan Blankenship, CEO, RFTA, and Ben Bohmfalk, Mayor, Town of Carbondale.

The event was also attended by current and former RFTA Board members: Shelley Kaup, Glenwood Springs; Colin Laird, Carbondale; Dan Richardson, Carbondale; Steve Skadron, Aspen. Carbondale Trustee, Erica Sparhawk was on hand, along with RFTA staff, David Johnson, Director of Planning; Jason White, Assistant Planner; David Pesnichak, Mobility Coordinator, and Jamie Tatsuno, Communication Manager.



A good time was had by all as WE-cycle bikes were ridden around the Town on First Friday. After three days of operation since the soft opening, the Carbondale BRT station was the 3rd busiest WE-cycle station in the regional system. The system is off to a great start and RFTA delivered on one more Destination 2040 promise to the voters! Congratulation to Mirte Mallory and the WE-cycle Team!

Climate Action Plan

RFTA has once again demonstrated leadership and proactivity by taking ownership of carbon emissions and creating action strategies to reduce emissions into the future.

The major takeaway is that RFTA produces an estimated 17,315 metric tons CO₂e annually, using a 2019 baseline. About 76% of these Scope 1 emissions source from the diesel bus fleet. Likely the number one strategy to reduce fleet emissions is to replace diesels and electrify the fleet. While electrification is the most potent and most expensive strategy, also other less-expensive, and faster-acting, strategies might have greater benefit-cost ratios i.e. facility energy codes or fare optimization. RFTA is also unique in that our transit and Rio Grande Corridor services also allow us to displace emissions by offering alternative travel modes to personal vehicle trips that increase regional emissions even more. While these Scope 3 emissions are more difficult to quantify, the clear message is that RFTA needs to continue to collaborate with regional partners to catalyze smart transit-oriented land use development patterns. The RFTA Board has adopted the following bold climate action goals. The baseline is the year 2019, and benchmark time periods will be established to revisit targets:

**50% transit emissions reduction by 2030
80% to 100% transit emissions reduction by 2050**

CLIMATE ACTION PLAN AND ZERO EMISSION VEHICLE TRANSITION PLAN

RFTA'S Climate Action Plan

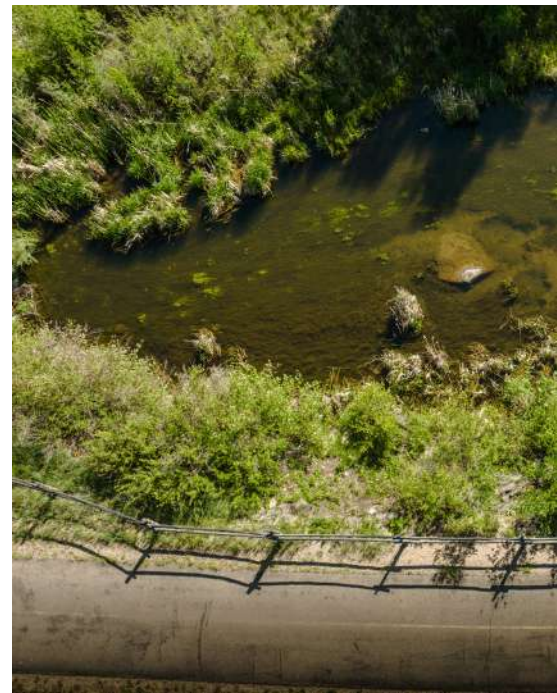
According to the United States Environmental Protection Agency (EPA), in 2019, the most significant contributor of overall emissions at the national level was the transportation sector, emitting an estimated 29% of all the nation's greenhouse gases (GHGs). RFTA is committed to maintaining a healthy and sustainable environment for current and future residents and visitors throughout the region.

The effects of climate change are wide-reaching and impact all organizations and individuals within RFTA's 70-mile service region. We have all seen the effects of a warming planet, such as more extreme weather, wildfires and reduced snowpack. A significant human-controlled element driving these changes is greenhouse gas emissions released each day from cars, buildings, electricity production, and more.

In October 2022, RFTA initiated a **Climate Action Plan (CAP)**

process to determine ways to reduce RFTA's direct emissions of greenhouse gases (GHGs) and ways to displace regional GHG emissions (such as, by promoting the use of transit, walking and bicycling, and reducing the use of personal automobiles). It is important to note that the RFTA organization voluntarily conducted a CAP. Unlike the State of California that has more aggressive climate mandates for transit operators, the State of Colorado is more suggestive. The planThe RFTA CAP was completed in May 2023. The following is a summary of the process and outcomes. of the Climate Action Plan.

The process started with an extensive literature review of over 50 leading climate action and sustainability plans at the regional, state, national, and international levels. RFTA is fortunate to operate in a region that has shown exemplary climate planning, with nine cities and counties within the service territory having developed plans with emission reduction goals set between 2012 and 2050.



City or County Plan 2050 GHG Reduction Goal

Aspen ^{IV}	80%
Carbondale ^V	Net-Zero
Eagle County ^{VI}	80%
Garfield County ^{VII}	100%*
Glenwood Springs ^{VIII}	Target setting in progress
Pitkin County ^{IX}	80%
Town of Basalt ^X	80%
Town of New Castle ^{XI}	80%
Town of Snowmass Village ^{XIII}	100%

*Reduction goal by 2030

At the national level, the United States has set a target for reducing GHG emissions by about 50% from 2005 by 2030 and reaching net zero emissions economy-wide by 2050. Similarly, the State of Colorado has established a climate reduction target of 26% by 2025, 50% by 2030, and 90% by 2050 based on 2005 levels.

In alignment with these Federal, State and local goals, the RFTA Board of Directors has adopted the following goals:

RFTA CLIMATE ACTION GOALS

Reduce scope 1 and 2 GHG emissions by 50% by 2030 and 90% by 2050

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.

While these goals are ambitious, they are not arbitrary. Along with a review of existing literature, the CAP team conducted an evaluation of internal and external data pertaining to RFTA's operations. Using the baseline year of 2019, an emissions inventory was completed to determine the sources and amounts of emissions generated by RFTA, which will inform, and will continue to inform, RFTA's climate strategies and planning.

FIGURE 5:

Emissions Inventory by Category

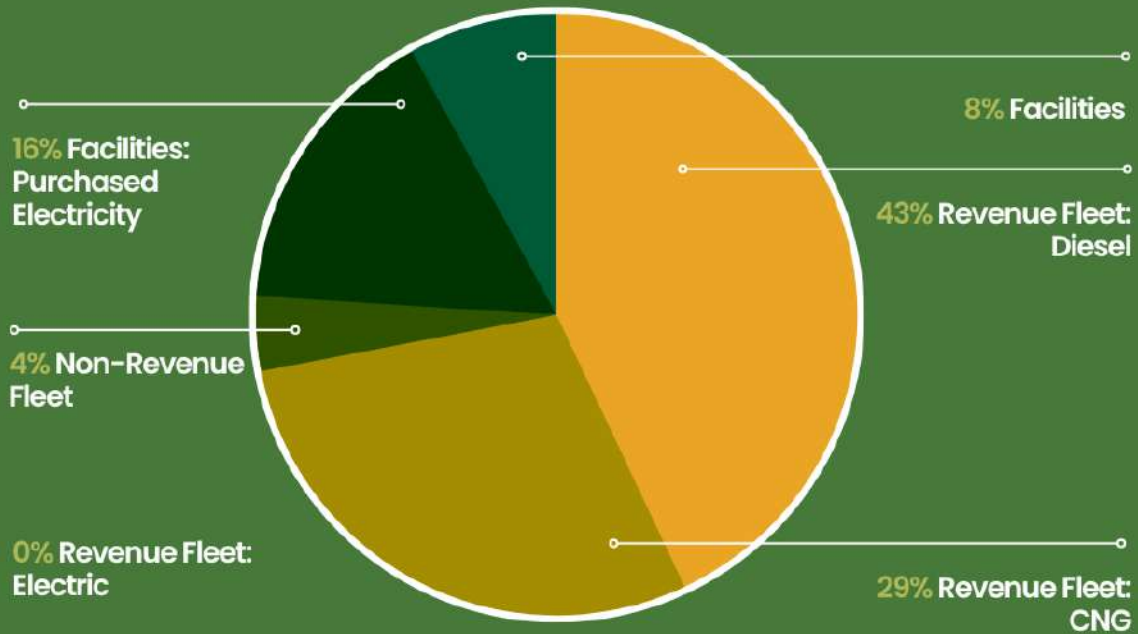


Table 6: RFTA Emissions Produced and Emissions Displaced

EMISSIONS PRODUCED BY RFTA

Metric	Emissions (Metric Tons CO2e)	
Revenue Fleet (Non-Electric)	12,450	72%
Non-Revenue Fleet	712	
Electricity for Traction Power	23	
Facilities - Purchased Electricity	2,690	16%
Facilities - Stationary Combustion	1,440	
Total	17,315	

In addition to showing the emissions produced by RFTA, it is also important to note that RFTA coincidentally creates these emissions, mostly from operating buses, to displace regional emissions: By providing transportation services that allow people to leave their car at home, and by influencing compact, transit-oriented land use that reduces the distance and frequency of vehicle trips. The GHG reduction impacts of all these shortened and reduced regional vehicle trips displaced are shown here.



MODE SHIFT TO TRANSIT

5,094

METRIC TONS DISPLACED
(2019 BASELINE)

- Traveler choice to ride transit vs. driving alone.
- Positive impact on GHG emissions.



LAND USE EFFECT

35,238

METRIC TONS DISPLACED
(2019 BASELINE)

- Impact of condensed land use due to transits presence; encouraging less polluting modes.
- Positive impact on GHG emissions.



RFTA OPERATIONS

17,315

METRIC TONS DISPLACED
(2019 BASELINE)

- Emissions emitted by RFTA through operating transit and administrative services.
- Target area for climate action goal to further reduce scope 1 and 2 GHG emissions.

EMISSIONS DISPLACED BY RFTA

Metric	Emissions (Metric Tons CO2e)
Mode Shift to Transit	-5,094
Land Use Effect	-35,238
Total	-40,332

RFTA Produced Emissions (2019) +17,315

GREENHOUSE GAS IMPACTS BY RFTA

-23,017 Metric Tons CO2e

The key take-aways from this information are:

1. The most influential strategy to reduce RFTA's direct scope 1 and scope 2 emissions, meaning those emissions that are produced directly by RFTA, is to convert RFTA's fleet to zero-emission vehicles. Doing that, and reducing energy consumption and/or using zero-emissions sources for purchased electricity will reduce RFTA's GHG inventory by an estimated 88%.
2. RFTA displaces an estimated 2.3X the amount of GHGs it produces, by offering high quality transit services that incentivize compact land use and reduced single occupant vehicle trip making. While RFTA cannot necessary control land use decisions, RFTA's largest contribution to reducing GHG emissions will continue to be providing an array of safe, efficient and reliable transportation options as alternatives to driving private vehicles.

The next step in the process was to consider the benefits, costs, and ease of implementation of various climate action strategies. Based on this evaluation, the following strategies emerged as most appropriate for RFTA to pursue to meet its climate action goals.

STRATEGY CATEGORY	LEVEL OF IMPLEMENTATION
Revenue Fleet	100% Zero-Emission (by 2050)
Non-Revenue Fleet	100% Zero-Emission (by 2050)
Electrification of Facilities	GMF and AMF
Development of On-Site Renewable Energy Systems	AMF Solar PV
Transit Priority Lanes	Rio Grand Corridor in Glenwood Springs
Expansion of BRT	Extension to West Glenwood
Fare Reductions	20% Reduction, targeting routes and times where capacity allows

In addition to the strategies selected and outlined above, RFTA has identified several other potential strategies it may implement to reach the climate action goals.

- Develop a BRT service to Parachute and increase transit in the I70 Corridor
- Increase Multimodal/First and Last Mile Mobility Options, including micro-transit
- Evaluate the potential for a Downtowner-type service in Carbondale
- Energy Benchmarking at existing facilities
- Implementing Green Building Standards for new facilities
- Utilizing advanced building codes for new facilities
- Identify and implement opportunities for additional transit oriented development (TOD) at other BRT stations

Together, these potential strategies and the priority strategies will help guide RFTA towards reaching their identified climate action goals of reducing direct emissions and increasing regional emission offsets.

The combination of reduced direct emissions and increased offsets is anticipated to decrease GHG emissions considerably, as shown here:

RFTA REGIONAL NET EMISSIONS IMPACT (Metric Tons CO₂e)





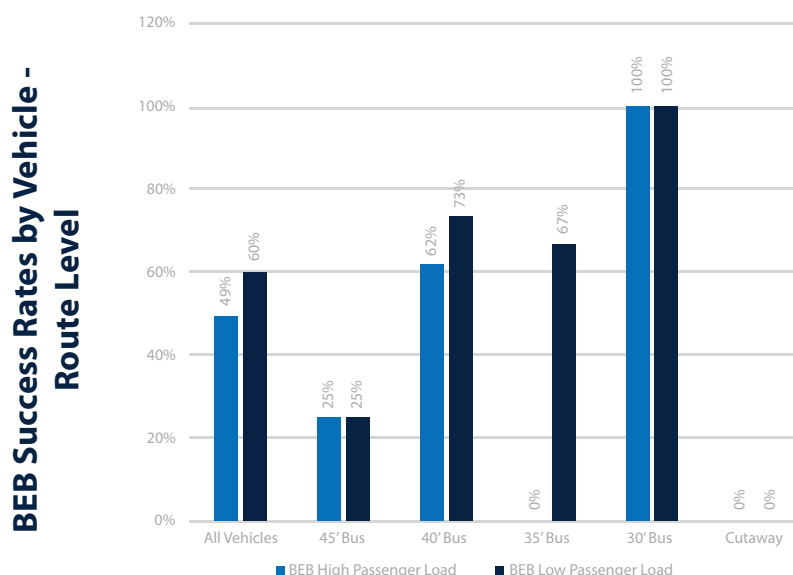
The Zero- Emission Vehicle (ZEV) Transition Plan

As illustrated in the Climate Action Plan, RFTA can reduce its direct emissions most significantly, by an estimated 72% over its 2019 baseline, by converting its fleet to zero-emission buses. The next step in the climate action planning process is to develop a plan to convert the RFTA bus fleet (and all other RFTA vehicles) to zero-emission. RFTA enlisted Stantec, the same consulting firm that is designing the Glenwood Springs Maintenance(GMF)/Regional Transit Center (RTC) facility, to analyze the feasibility of transitioning the fleet to ZEBs.

Stantec inventoried all of RFTA's fleet by type (from 45-foot Coaches to cutaways) and modeled all of RFTA's blocks and routes on a typical winter service day. On the modeled date there were 85 fixed route vehicles covering 121 blocks with average mileage per block of 148 miles. When blocks are combined into routes at the vehicle level, average daily vehicle mileage increases to 205 miles. For demand-response, average daily mileage was 64 miles. This poses a problem for implementing BEBs, as shown in the vehicle specifications.

VEHICLE TYPE	AVERAGE FUEL EFFICIENCY (kWh/mi)	EST. MAX RANGE (mi)
45-ft BEB	2.10 - 2.12	205-207
40-ft BEB	2.06 - 2.24	188-204
35-ft BEB	2.03 - 2.43	148-177
30-ft BEB	1.79 - 1.94	144-156
BE Cutaway	1.93 - 2.01	46-50

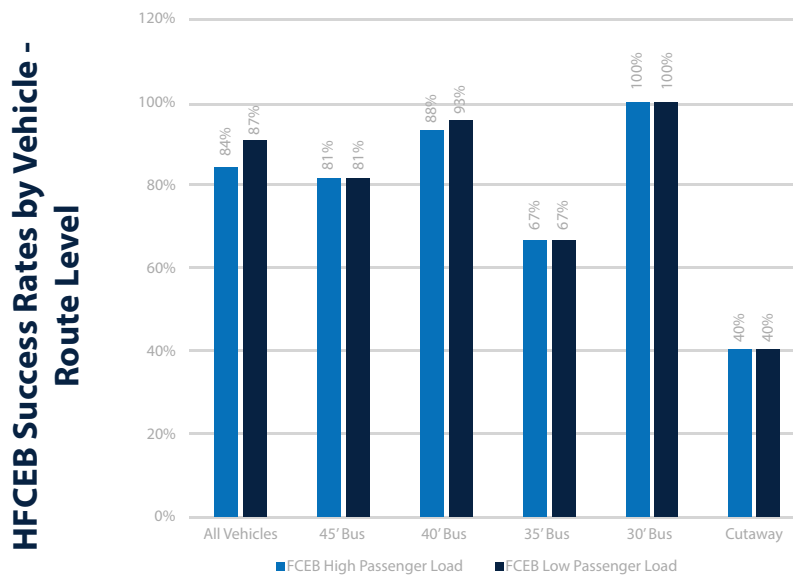
Depending on passenger loads (low versus high), only 78%-85% of BEBs could complete the blocks with at least 20% of charge remaining. The performance becomes more challenging at the route level, where blocks are combined. Only 50%-60% of vehicles could complete the routes.



Another potential zero-emission vehicle technology is hydrogen fuel cell. These are BEBs that have additional power provided by hydrogen fuel. The compressed hydrogen stored on the vehicle acts as energy source to recharge the vehicle batteries, greatly improving range, with zero tailpipe emissions.

VEHICLE TYPE	AVERAGE FUEL EFFICIENCY (kWh/mi)	EST. MAX RANGE (mi)
45-ft FCEB	7.09 - 7.69	337 - 365
40-ft FCEB	6.88 - 7.46	327 - 354
35-ft FCEB	6.41 - 6.95	228 - 248
30-ft FCEB	7.71 - 8.37	275 - 298
FCE CUTAWAY	7.53 - 8.17	93 - 101

In modeling blocks and routes that could be completed with 5% hydrogen tank capacity remaining, the success rate at the block and route level were much higher.



For demand-response, 69% of modeled service was completed successfully by BEBs, and 96% by FCEBs.

This analysis has led RFTA to consider four different fleet concept scenarios:

- ⚡ **BEB Concept 1:** On-Route Charging + Vehicle Size Changes
- ⚡ **BEB Concept 2:** On-Route Charging + Reblocking
- 🚰 **FCEB Concept:** Midday Refueling + Vehicle Size Changes
- 🚰 **Mixed Fleet Concept:** Midday Refueling + Vehicle Size Changes

Re-blocking will likely require more FTE's and more vehicles, which will greatly increase capital and operating costs, and RFTA is wary of its ability to hire and retain the staff required. Therefore, it is likely that RFTA will consider the other three: BEB Concept 1, FCEBs, and Mixed Fleet. In addition, these three scenarios will be modeled, from a cost perspective on an aggressive implementation scenario (by 2040) and a conservative implementation scenario (by 2050). The conservative scenario will not only cost less, but advancements in BEB in FCEB range and other technology, which are likely to occur in later years, will increase the success rate at the block and route level, which may alleviate the need to add vehicles, add staff, change vehicle types, and rely on on-route charging.

More information will be available as the study progresses. For more information, please contact [Jason White](#), RFTA Assistant Planner, at jwhite@rfta.com or [970-384-4968](tel:970-384-4968).



Welcome to the New Hires



Beth Engelman - Trails

Hello RFTA, my name is Beth Engelman and I am happy to have joined the Rio Grande Trail maintenance team! I originally hail from MN but have lived and visited many places in the western regions of the U.S. and am ecstatic to be back in Colorado. I first came to CO in 2012 to attend college at MSU Denver where I graduated with a BS in Natural Resource Stewardship in 2016. I acquired additional experience and learned from a plethora of trainings working for Jefferson County Open Space and the US Forest Service prior to coming to RFTA. I have always had a passion for maintaining and protecting natural areas as well as enjoying the many types of recreational opportunities available in our beautiful landscapes. Some of my favorite activities are hiking, backpacking, rafting, biking, swimming.. you name it and I'll most likely try it. I also love music, art, drawing, reading and writing, and many other creative activities. I am new to the RFV and look forward to exploring it more and meeting like-minded people to share adventures in it with. Hope to see you out on the trail!



Charlie Moore - Facilities

I moved to the roaring fork valley in 1994 to attend CMC. I fell in love with the area and made it my home. My background is in the landscape and snow removal industry. I enjoy rock climbing in rifle mtn park, skiing and snowboarding and fishing with my boy Hayden.



Shane Sorensen - Facilities

Shane Sorensen recently joined RFTA as an Office Engineer/Inspector for the construction at the GMF site. He lives in New Castle with his wife and three dogs. Shane's hobbies include camping, dirt biking, and hiking in the summer, as well as skiing in the winter.

I'm looking forward to meeting more of my coworkers at RFTA and becoming part of the team!



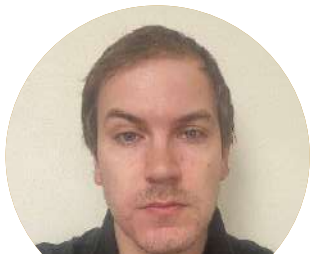
Floyd "Ping" Wright - Facilities

I grew up in Moab, Utah before Moab was cool, now living in Palisade Colorado. After college I worked for 7 years on the technology side of the natural gas drilling industry, 16 years doing driving, sales, and management in the LTL trucking industry and a brief stint in commercial sales. I'm excited for the opportunity to bring my experience to RFTA and look forward to gaining new skills while getting to know a new industry. I enjoy working on classic vehicles, river rafting and family time.



Stacy Summers - Human Resources

Stacy is a Colorado native and grew up in northeastern Colorado. She recently moved to the valley in December 2022. She has been in Human Resources for 11+ years, with a prior background in Legal/Governance, as well as supported the C-Suite executives as an Executive Assistant. Stacy's hobbies are live music, fishing, and spending time with her family consisting of 6 children and 2 grandchildren.



Luke-Oran Anderson

I.T.



Sarah Faichney

Facilities

Special shoutout to Sarah as she was accidentally not featured as a new employee in last year's Newsletter. Happy 1st anniversary!

Drivers

- Patrice Beach
- Michael Donald (rehire)
- Antoinette Harris-Quick
- John Hendricks
- Nick Jones
- Michael Kallmeyer
- Ramona Pena (rehire)
- Leonard Rouse (rehire)
- Kevin Saari (rehire)
- Tunisia Seals
- Sheryl Vasquez (rehire)
- Michael Vaughan Berna



Promotions

Cory Ice

Cory Ice has been promoted to
IT and ITS Hardware Supervisor

Jason Korinek

Jason Korinek has been
promoted to Facilities Tech III

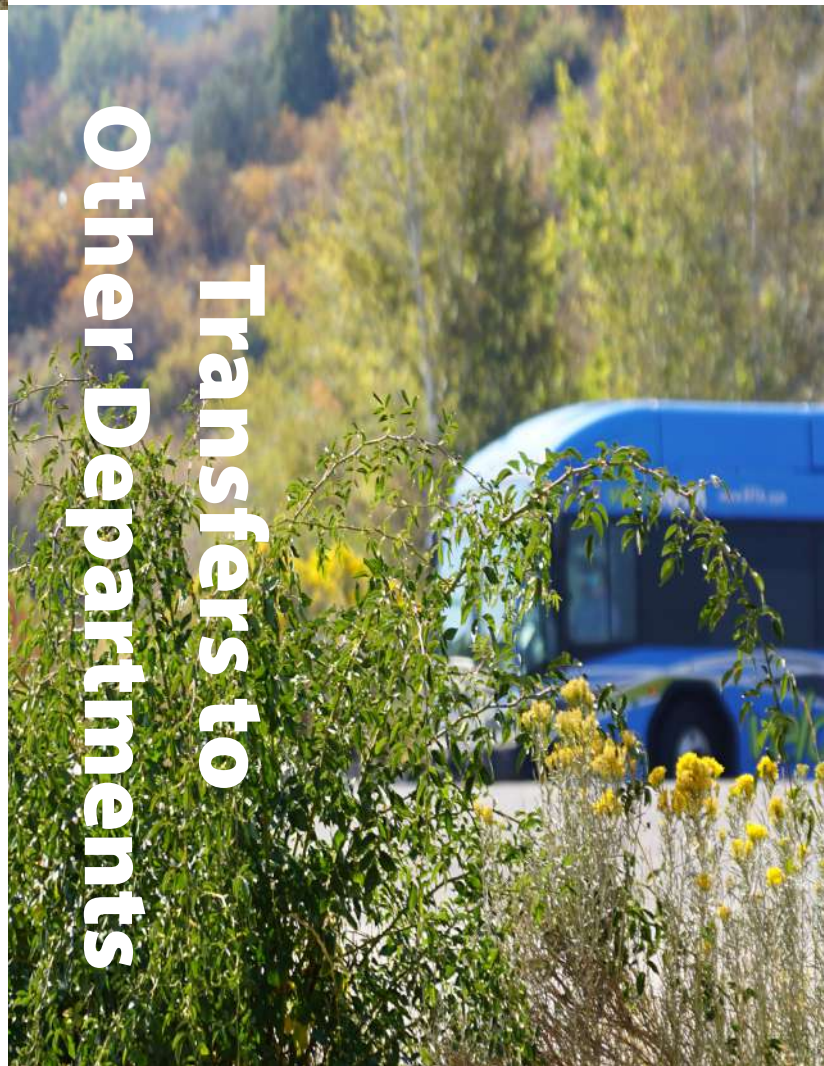
Marty Hagen

Marty Hagen accepted the
position of ITS – Technician II

Cesar Farias

Cesar Farias accepted the
position of ITS – Technician I

**Congratulations you two
on your new roles!**



Other Departments Transfers to

Happy Trails of Retirement to:



Michael Hutton

RFTA dates of service: October 2012 – July 2023

Michael Hutton has been with RFTA for over 10 years and has been a tremendous help in improving our systems as a whole. He will be greatly missed and we wish him the best in his retirement!

Michael's immediate plans were to travel to Minnesota to help one of his daughter's gut their home and remodel. He is so much looking forward to using his "dad" skills to help her. After the housing project is at a good stopping point, then Michael will travel to San Diego to visit the other daughter. Most likely this will include a little more R&R.



Vicki Rogers

RFTA dates of service: May 2007 – September 2023

Vicki has been one of the foundational employees from 16 years back. She started as a CDL bus operator, then transferred to Maintenance as a CDL Service Worker, then finally settled into the Customer Service role. She made a personal noble goal to try to match up all the lost items with the rightful owner. She had a way of talking with passengers and individuals to make them feel special while in her presence; smiling, listening and always with a positive outlook.

Vicki has chosen to move back to Oklahoma to be more near family. She already misses her RFTA family and has given an invite to any one of you who might visit in her area.



Maria Carranza

25 Years of Service

Maria has been a pleasure to work with over the past 15 months. She is kind and well respected by her peers. She has worked for RFTA for 25 years and has always been willing to take on changes and new challenges with enthusiasm and professionalism. She has contributed so much to my team and our organization, and I am grateful for her dedication and service.

Maria plans to spend the winter months in Mexico with her sister and return home to her family in Colorado for the Spring, Summer and Fall months. I hope she will enjoy her well-deserved retirement and have a wonderful time with her family and friends. She will be missed, but never forgotten.

Thank you for everything, Maria! - **Dustin Goodman**



GRATITUDE & THANKS

from Laura Reyes

I would formally like to thank each and every one of you for your prayers and blessings that I received while I was recovering from my bicycle accident. Most of all, I would like to thank you all for the generosity of gifting me your PTO. You have no idea how this helped me stabilize my life, financially and mentally!

I love you all so much and I just want to add how deeply important this is to anyone, especially myself at this time in need. Your good deeds and generosity will be forever in my heart.

Special thanks to Terri Rider for holding my hand and encouraging me and helping stay strong. You are invaluable to us all, not just RFTA as a whole.

Another special thanks to Dan Blankenship for caring about us all and going the extra mile to see fit that "One of his own" is taken care of. I am humbled and I hope if any one of my "team members"/"Family" is in need.....I am able to return the love".



It's a New Thing

We have a new Activity Committee that is excited to plan activities and events for fellow RFTA employees. The primary goal of these activities is to foster a sense of community and build friendships within our organization. Currently, we are seeking suggestions for activities in November and December. These activities can be anything from social gatherings to physical activities, or sporting events. If you have any ideas to contribute, please don't hesitate to send an email to mfaichney@rfta.com. Your input is greatly appreciated!

FROM HUMAN RESOURCES

It's time to start reviewing your benefit options for 2024. **Benefit Open Enrollment** is just around the corner which means it is your annual opportunity to make changes to benefit elections. HR will host sessions to review the 2024 benefit information and will be available if needed to assist you in completing your online benefit elections. Information covered will include any benefit plan changes along with information sessions about the medical plans, dental, vision, life insurance, ski pass, dependent bus pass, and the review of your 457 plan. Additionally, it's a great time to review or update your designated beneficiaries. Please mark your calendar for these October meetings below:

ASPEN CMC

Wednesday October 18
Thursday October 19

GLENWOOD – MORGRIDGE COMMONS

Wednesday October 25
Thursday October 26 (English + Spanish)

To those of you with an **FSA (Flexible Spending Account)** - the end of the year is quickly approaching. We would like to remind you of the importance of utilizing your FSA funds before December 31st or your unused funds may be forfeited. Consider scheduling any outstanding medical appointments, purchasing eligible over-the-counter items, or filling prescriptions before the end of the year.

RFTA Winter Jackets will be Available at the Benefit Open Enrollment Sessions. All employees hired within the last year should pick up a jacket if you haven't already. Employees with 5+ years of service are also eligible to receive one.

Stay Healthy and get your Flu Shot. Employees who send proof of vaccination for the flu shot this season will be eligible to receive a \$50 bonus. Proof of vaccination must be received by hr@rfta.com before February 29, 2024. Consider doing your part to keep yourself, your loved ones, and colleagues healthy this season.

Who and Where is HR

The BEST way to contact HR is by email to:

hr@rfta.com

During October, the HR department will relocate to 401 23rd Street Suite 207 in Glenwood Springs, the Valley Professional Building.

This building is next to Alpine Bank on Grand Ave.

Erin Kemp

Interim HR Director

Works remotely

ekemp@rfta.com

384-4952

Maria Vazquez

Work Comp/Accidents

Works remotely on Tuesdays

mvazquez@rfta.com

384-4950

Megan Faichney

Benefits

mfaichney@rfta.com

384-4878

Terri Rider

General Questions

trider@rfta.com

384-4889

Stacy Summers

Sr. Generalist II

ssummers@rfta.com

384-4854

When you call one of us, Please leave a voice message. We can better respond when you leave your name and reason for calling.

BEHIND THE WHEEL



RFTA BOARD

Pitkin County

Greg Poschman / Francie Jacober

Town of Basalt

Bill Kane / David Knight

City of Aspen

Torre / Ward Hauenstein

Town of Carbondale

Ben Bohmfalk / Colin Laird

Eagle County

Jeanne McQueeney /
Kathy Chandler-Henry

City of Glenwood Springs

Jonathan Godes / Shelley Kaup

Town of New Castle

Art Riddle / Brandy Copeland

Town of Snowmass Village

Alyssa Shenk / Bill Madsen

RFTA CEO

Dan Blankenship

RFTA COO

Kurt Ravenschlag

RFTA CFAO

Michael Yang

RFTA Human Resources & Communications

Erin Kemp

Interim HR Director | 970-384-4952

Maria Vazquez

HR & Risk Mgmt. Manager | 970-384-4950

Megan Faichney

Benefits Manager | 970-384-4878

Terri Rider

Business Support Specialist III | 970-384-4889

Stacy Summers

Sr. Generalist II | 970-384-4854

Jamie Tatsuno

Communications Manager | 970-384-4864

Joni Christenson

Communications Specialist | 970-384-4871

Yazmin Carlson

Creative Communications Associate | 970-989-1184

RFTA & FAMILY

PUMPKIN CARVING EVENT



SATURDAY, OCT 21ST · 10AM – 1PM

@ CARBONDALE MAINTENANCE FACILITY



RSVP ON THE HUB
BY OCTOBER 14TH

BRING YOUR FAMILY!

PUMPKINS & SOME CARVING TOOLS WILL BE PROVIDED.
IF YOU HAVE CARVING TOOLS & CAN BRING THEM, PLEASE DO.



THIS IS AN UNPAID EVENT.
RFTA IS NOT LIABLE FOR ANY TYPE OF INJURY
SO PLEASE PARTICIPATE AT YOUR OWN RISK.



PILLARS AMONGST US

JULY PILLARS 2023



Kyle Ruggles (Vehicle Maintenance)

Has been with RFTA since July 2021, in the capacity of a Transit Service Technician. Stewart Clark, one of his foremen, wants to recognize Kyle for his dedicated efforts.

Kyle has been preparing to work for RFTA Vehicle Maintenance since attending Rifle high school where

he took Welding and fabrication courses. He also attended Wyotech for Diesel Technology repair and worked for Vehicle Maintenance during holidays and long weekends. After graduation Kyle started full time with Vehicle Maintenance and quickly became a valuable member of the team because of his ability to weld and fabricate. Kyle is one of the few in Vehicle Maintenance who can build tools, repair damaged mounts and replace rusted out components. Thank you, Kyle, for bringing much needed skills to RFTA.

Mark Scruton (Operations)

has been with RFTA since March 2022, in the capacity of Customer Service Business Specialist, and recently promoted to an Operations manager. Jeff McKinney and Rebecca Borges, his colleagues want to recognize Mark for his dedicated efforts.

Mark has been the biggest help for questions, communication, and over all, always willing to do the extra mile. He has also been helpful for postal service for us from out of state. Mark shows genuine concern for all employees and customers. He takes pride in the company and makes sure he helps all employees to the best of his ability. Mark has been the best part of RFTA for me personally. He has helped steer me in the right direction and understand how to proceed, and, because of him I was able to receive mail and Christmas gifts from home and family.



CONGRATULATIONS

To say that Mark goes above and beyond would be a complete understatement. He has gone so far outside the scope of his job description to make employees, new and old, feel welcomed and comfortable at RFTA. When it comes to assisting guests, whether it be for passes or a lost item, Mark is ready at all times to make our patrons smile. While he can't always guarantee everyone finds what they are looking for, he can absolutely guarantee they leave with a smile. Mark is a huge factor in the reason that RFTA is finally getting close to a fully staffed team. The way he explains this valley and working at RFTA to candidates, it is no wonder why they are excited to join us. I can't imagine this workforce without him!

Mark supplies some of the major entities in this valley with their employee bus passes and is endlessly enthusiastic about ensuring that each employee gets exactly what they need to effortlessly use our transit system. This community has benefitted from his work, and I would venture to say they don't even know it! I feel that it is beyond the ordinary to treat folks at work as kindly as Mark does.

While I wish I could say everyone showed up to work as chipper as Mark does, I suppose it is one of the many qualities he has that makes him stand out. I believe it won't be long until the entire workforce has contracted his infectious smile. He has dealt with difficult situations with the utmost grace and kindness.

AUGUST PILLARS 2023



Ivelin Dinev (Operations)

Has been with RFTA since November 2014, in the capacity of his current position as a CDL Bus Operator. Jerry Herring, one of his supervisors, wants to recognize Ivelin for his dedicated efforts.

Ivelin does something for everyone. He drives great and always steps up to help out when we're short shifted or we need extra runs from him. He is outstanding with his passengers, usually departing late or helping them load skis or provide information about bus schedules or locations to visit in Aspen.

Ivelin sets the highest bar for other drivers to aspire to. His attitude is always positive. He is always friendly and a great ambassador for RFTA is only a part of his skillset. Every day he drives he does something beyond the normal.

Like too many excellent drivers, Ivelin is only thanked and appreciated by word of mouth. Because Ivelin is one of RFTA's absolute best and is not acknowledged enough for his tremendous contributions to the organization is the reason why I chose to nominate him.

Joe Schilz (Vehicle Maintenance)

Has been with RFTA since October 2006, in the capacity of Shop Foreman since February 2019. Lindsay Knight, his colleague, wants to recognize Joe for his dedicated efforts. Joe is consistently helping in every way he can; covering for others shifts, changing locations, ensuring complete communication and efficiency in his work and those around him.



He is always helping other departments (Safety, HR, IT, etc.) in communications within the VM department. Joe withholds all RFTA policies and provides excellent structure with a fantastic attitude everyday he comes to work. He goes above and beyond every day with a fantastic outlook, each new day. Joe is such a pleasure to work with and makes the days fun. He always shows up and puts forth consistent and productive effort. This enthusiasm spreads throughout our department in such an optimistic manner.

SEPTEMBER PILLARS 2023

Jeremias Alvarez-Delval (Vehicle Maintenance)

Jeremias has been with RFTA since January 2018. He now works in the capacity of a Transit Service Technician. Stewart Clark, his foreman, wants to recognize Jeremias for his dedicated efforts.



Jeremias embodies the expression “took one for the team.” If there is anyone in Vehicle Maintenance willing to work any shift at any time to cover shifts, it is Jeremias. He also carries the extra load with a smile on his face and a willing to help attitude. It is a pleasure to work side by side with him.

Brian Birkhofer (Operations)

Brian has been with RFTA since November 2015, now in the capacity of a road supervisor. Bruce Parlette, his colleague, wants to recognize Brian for his dedicated efforts.

Brian transferred from the dispatch group to road supes last winter. Upon doing so he dove right into the thick of it and hasn't looked back. Working almost exclusively late nights and most Fridays & Saturdays at that. Not to mention New Year's Eve, X-games, Winterskol, and big concert events. He manages to deal effectively with large crowds, and often very limited resources. Due to our persistent staffing shortages, he regularly comes in early, works late, or works on a night off to drive a bus or do whatever needs to be done. He has great rapport with our drivers, the public and local law enforcement. He handles everything with ease. Truly a pillar of RFTA!



Life comes with challenges.

Your Assistance Program is here to help.

Your Assistance Program can help you reduce stress, improve mental health, and make life easier by connecting you to the right information, resources, and referrals.

All services are free, confidential, and available to you and your family members. This includes access to short-term counseling and the wide range of services listed below:

Mental Health Sessions

Manage stress, anxiety, and depression, resolve conflict, improve relationships, and address any personal issues. Choose from in-person sessions, video counseling, or telephonic counseling.

Life Coaching

Reach personal and professional goals, manage life transitions, overcome obstacles, strengthen relationships, and build balance.

Financial Consultation

Build financial wellness related to budgeting, buying a home, paying off debt, managing taxes, preventing identity theft, and saving for retirement or tuition.

Legal Consultation

Get help with personal legal matters including estate planning, wills, real estate, bankruptcy, divorce, custody, and more.

Work-Life Resources and Referrals

Obtain information and referrals when seeking childcare, adoption, special needs support, eldercare, housing, transportation, education, and pet care.

Personal Assistant

Save time with referrals for travel and entertainment, seeking professional services, cleaning services, home food delivery, and managing everyday tasks.

Medical Advocacy

Get help navigating insurance, obtaining doctor referrals, securing medical equipment, and planning for transitional care and discharge.

Member Portal

Access your benefits 24/7/365 through your member portal with online requests and chat options. Explore thousands of self-help tools and resources including articles, assessments, podcasts, and resource locators.

BENEFIT SUMMARY FOR RFTA

- Eligibility: Full-time and seasonal employees as well as their spouse or significant other and dependents 26 and under.
- Counseling Session Available: 8 per incident, per year.
- Access to triadeap.com website.

Username: RFTA **Password:** EAP



Contact Triad EAP
Call: 877-679-1100
Visit: www.triadeap.com

TRIAD EAP™
An AllOne Health Company

UPDATES FROM THE CONSTRUCTION CORNER



Here's a progress photo of the 82 underpass at 27th as of end of August. The east half floor and walls have been poured.



GMF as of end of August, 2023

THE FINAL AHHHS OF SUMMER

Thank You [Jim Kearns \(Ops\)](#) for sharing.



A close-up photograph of a stream flowing over mossy rocks. The water is clear and blue, reflecting the surrounding environment. Numerous fallen autumn leaves in shades of yellow, orange, and brown are scattered throughout the stream, some floating on the surface and others partially submerged. The rocks are covered in vibrant green moss, and the overall scene is a beautiful representation of nature in autumn.

CLOSING THOUGHT

Enjoy the little things, for one day you may look back and realize those were the big things.



RFTA Planning Department Monthly Update October 12th, 2023

VISION, MISSION & VALUES

OUR VALUES
Safe, Accountable,
Affordable, Convenient,
Dependable, Efficient,
Sustainable

VISION

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

MISSION

OUR MISSION
Connecting our region
with transit and trails

OUTCOME AREAS

The RFTA Board of Directors and Staff have agreed upon the following seven Outcome Areas: **Safe Customers, Workforce and General Public; Accessibility and Mobility; Sustainable Workforce; Financial Sustainability; Satisfied Customers; Environmental Sustainability; and High Performing Organization.** Each RFTA director/manager continuously assesses these themes and ties their departmental goals back to these guiding principles.

**SAFE CUSTOMERS,
WORKFORCE AND
GENERAL PUBLIC**

**ACCESSIBILITY AND
MOBILITY**

**SUSTAINABLE
WORKFORCE**

**FINANCIAL
SUSTAINABILITY**

**SATISFIED
CUSTOMERS**

**ENVIRONMENTAL
SUSTAINABILITY**

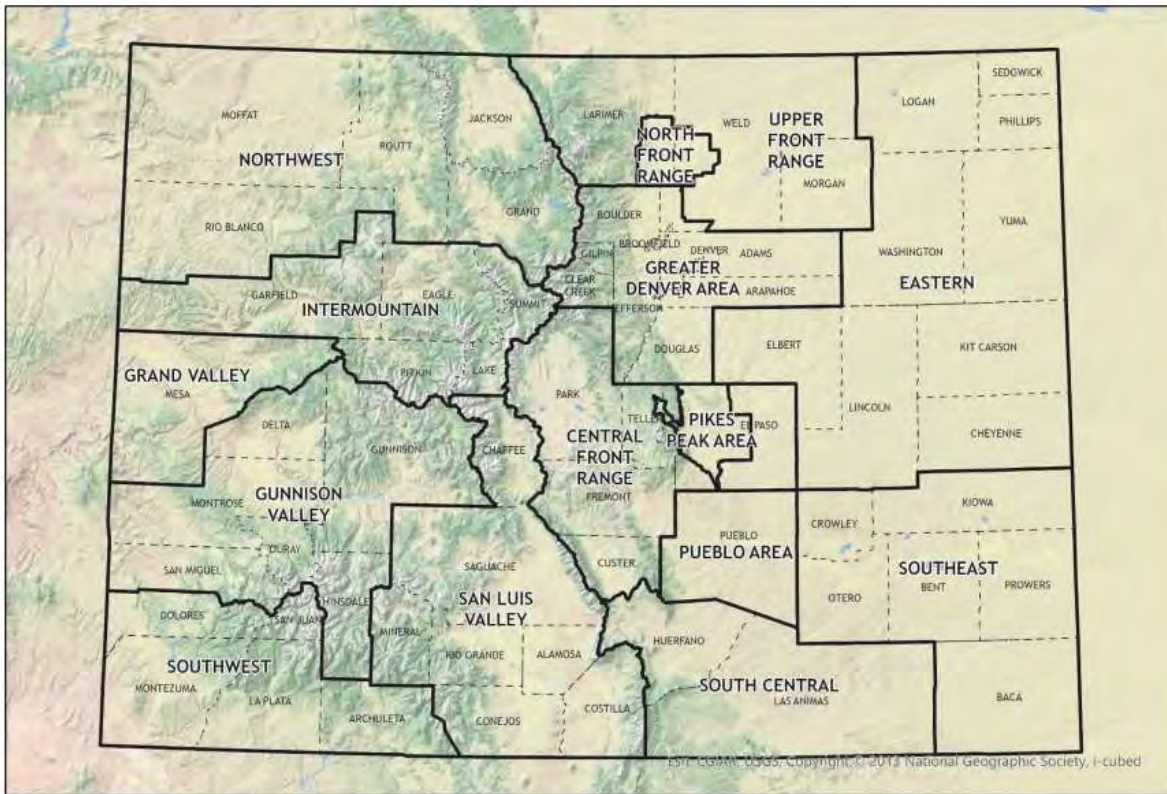
**HIGH PERFORMING
ORGANIZATION**

CDOT TPR Boundary Study

As a member of the study advisory committee, David Johnson has attended several meetings regarding the Transportation Planning Region (TPR) Boundary Study, initiated by CDOT this year. The following members sit on this committee:

Name	Organization	Position
Keith Baker	Chaffee County	County Commissioner
Dick Elsner	Park County	County Commissioner
Jonathan Godes	City of Glenwood Springs	City Councilor
Andy Gunning	Pikes Peak Area Council of Governments	Executive Director
Terry Hofmeister	Phillips County	County Commissioner
Suzette Mallette	North Front Range MPO	Executive Director
Ron Papsdorf	Denver Regional Council of Governments	Transportation Operations Director
Tamera Pogue	Summit County	County Commissioner
Kristin Stephens	Larimer County	County Commissioner
Anna Stout	City of Grand Junction	Mayor
David Johnson	Roaring Fork Transit Authority	Planning Manager

The 15 transportation planning regions were created in 1993, and remain the same after 30 years, in spite of changed population, employment, demographics and other factors.



Colorado [HB 23-1101: The Ozone Season Transit Grant Program Flexibility bill](#), adopted April 28, 2023, stipulates that on or before November 30, 2023, CDOT shall complete a Study and Study Report of:

- The Consistency and Transparency of the Transportation Planning Process Across the TPRs
- The boundaries of the Transportation Planning Regions (TPRs)
- Membership of the State Transportation Advisory Committee (STAC)
- Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)

The amendment protects rural Colorado’s transportation interests by mandating that the number of rural TPRs cannot be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before June 1, 2024.

CDOT’s stated objects of the study include:

- **Analyze Boundaries:** While Transportation Commission Rule 2 CCR 601-22 requires TPR boundaries to be reviewed at the beginning of each state planning cycle, they have not been meaningfully analyzed since 1993, and Colorado has changed significantly over those thirty years.
- **Consistency and Transparency:** With increased responsibility for TPRs, ensuring their approach to planning is consistent and transparent is an important priority

Consistency and Transparency Recommendations

Among the TPRs, there appears to be inconsistency in terms of the IGA's, Bylaws, meeting notices, and governance structures, which might benefit from some standardization. CDOT has suggested the TPRs adopt governing documents (and ensuing practices) containing the following information:

- Who: The name of the organization, the members
- What: The duties of the organization, ability to spend and receive funds, ability to sue and be sued, enter into contracts
- Ability to terminate and amend
- When/Where: Overview of general meeting cadence and locations
- Officers, Elections of Officers, Length of term of Officers
- Quorum & Voting structure (if not simple majority)
- Ensures all meetings are open to the public and will be publicly noticed
- Agendas and meeting minutes are available and accessible to the public
- Meetings allow time for public comment on the agenda
- Identifies how STAC representative is chosen
- Provides for how the TPR is to be administered
- Includes a Conflict of Interest Statement
- Ensure TPR information can be found on the internet

CDOT has noted that there is general agreement from the TPRs that this is a valid concern.

CDOT has also noted CDOT needs to standardize its governance and oversight of the 15 TPRs, with the following recommendations for CDOT staff:

- Lead annual or semi-annual meetings of TPR administrators to ensure consistency among planning regions. In 2024, meetings may focus on:
 - Content of TPR websites and what information CDOT should post for all TPRs (such as bylaws, website links, contact information, etc).
 - Consider whether current financial support for TPRs should be changed or increased (with the added administrative efforts recommended for each TPR)
- Increase CDOT's interface with elected officials, particularly with newly elected officials and prepare "Transportation 101" briefings and other information that articulate the state and regional planning processes and encourage participation in regional planning activities.

Recommendations for TPR Boundaries

CDOT has reviewed the statutory factors for IMTPR boundary considerations, which were last reviewed in 1993). These factors include:

- Highway and Transit Corridors and Transit District Boundaries
- Disproportionately Impacted Communities
- Vehicle Miles Traveled, Truck Vehicle Miles Traveled, Transit Vehicle Revenue Miles, and Lane Miles
- Population Trends
- Safety and Management Considerations
- Commuting, Commercial Traffic, Freight Movement, Tourism Impacts, and Other Travel Patterns
- Transit-Oriented Development and Access to Affordable Housing
- Levels of Air Pollutants, Criteria Pollutants, and Greenhouse Gas Pollutants
- Communities of Interest

Based on the latest review, it is clear to CDOT that some TPRs are over-represented in many factors and some are under-represented. The Southeast and the South Central TPRs are located adjacent, and have the lowest populations of all TPRs. The Intermountain TPR has the fourth largest population of all, and represents 20% of the population of all ten TPRs. Moreover, by VMT, the Intermountain TPR has the third highest VMT of all TPRs.

Population by TPR 2021 Data	
Greater Denver Area TPR	3,299,015
Pikes Peak Area TPR	713,984
North Front Range TPR	518,412
Intermountain TPR	172,844
Pueblo Area TPR	167,453
Grand Valley TPR	154,685
Upper Front Range TPR	110,632
Central Front Range TPR	104,470
Gunnison Valley TPR	104,104
Southwest TPR	97,842
Eastern TPR	83,788
San Luis Valley TPR	65,546
Northwest TPR	61,638
Southeast TPR	47,447
South Central TPR	21,338
Total	5,723,176

VMT By TPR 2021	
Greater Denver Area TPR	45,091,639
Pikes Peak Area TPR	7,014,085
Intermountain TPR	6,517,795
North Front Range TPR	5,402,698
Upper Front Range TPR	4,312,785
Eastern TPR	3,929,560
Pueblo Area TPR	2,810,737
Southwest TPR	2,468,527
Gunnison Valley TPR	2,291,995
Grand Valley TPR	2,276,219
Central Front Range TPR	2,175,656
San Luis Valley TPR	2,091,261
Northwest TPR	1,859,260
South Central TPR	1,218,491
Southeast TPR	1,062,990
Total	90,839,647

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South Central TPR	1,218,491
Southeast TPR	1,062,990
Total	90,839,647

This has led CDOT to suggest that the Southeast TPR and the South Central TPR combine, and that the Intermountain split into two (one of the mandates of the study is to maintain or increase the number of rural TPRs).

CDOT presented its findings to the Intermountain TPR on Wednesday, October 4. While the voting members were not in favor of splitting the IMTPR simply to meet the goal of maintaining 10 TPRs, they voted in favor of the following options:

1. Preserving the IMPTPR Boundary as-is
2. (a) Garfield - Eagle (west of Cottonwood) -Pitkin AND (b) Eagle - Summit – Lake
3. (a) Garfield – Eagle – Pitkin AND (b) Summit – Lake

Changes to STAC and TRAC Representation

Finally, the study has recommended changes to the Statewide Transportation Advisory Committee (STAC) and the Transit and Rail Advisory Committee (TRAC).

1. Term limits for the STAC Chair and Vice-Chair
 - a. Terms are two years, and Chair and Vice-Chair may only serve two terms in their respective positions.
2. Rural & Urban Representation on STAC Leadership
 - a. Like the Transportation Commission does, rotate the Chair and Vice-Chair to ensure that when the Chair is from an urban MPO, the Vice-Chair is from a rural TPR, and when the Chair leaves the post, the Vice-Chair becomes Chair.
3. Allowing the Chair of TRAC to be a non-voting member and participant on STAC. (voting would take a legislative change).
4. State a preference in TC rule that relevant TPR governing documents not allow a single political jurisdiction be allowed to represent two TPRs on STAC.

These changes have also been endorsed, according to public comment.

The IMTPR will continue to meet with CDOT to consider these changes to the TPR.

Zero Emission Vehicle (ZEV) Transition Plan

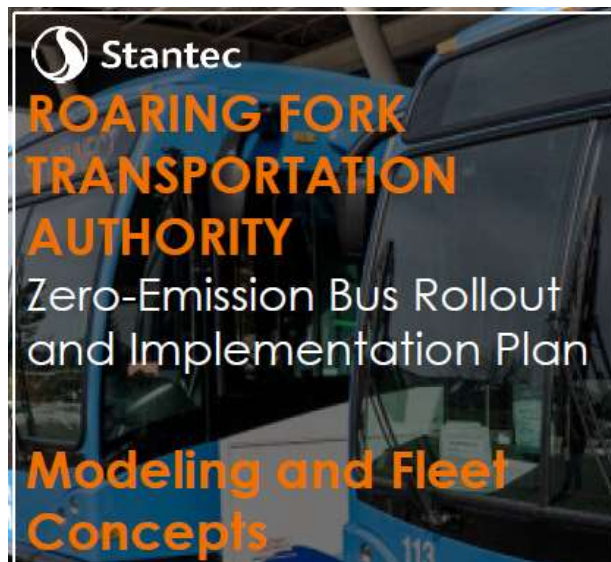
The Stantec/FHU consulting team continues to advance the ZEV Plan. The overall purpose of this plan is to provide a thorough analysis of RFTA's bus fleet, transit operations, equipment costs and financial capabilities with the goal of expanding the ZEB fleet to help meet climate action goals. Staff anticipates the next Board presentation in late 2023, with a final plan in early 2024.

Recent Milestones:

- Completion of the *Existing Conditions Report*
- An additional \$60k was added to the budget to accommodate a more thorough analysis of future fleet scenarios out to years 2040 and 2050, and to create three sub-reports showing the ZEV plan for the City of Aspen Fleet, the paratransit fleet, and the City of Glenwood fleet
- Focus group meetings with the Operations, Vehicle Maintenance and Facilities departments, as these departments will be most affected by the ZEV Plan.
- A second meeting with Holy Cross Energy (HCE) staff to discuss utility goals and plans
- A first meeting with City of Glenwood Springs Utility staff to discuss utility goals and plans

Next Steps:

- Creating an evaluation criteria matrix to assist RFTA Staff in weighing future fleet scenarios
- Stantec will deliver a draft phasing plan that will build off the modeled fleet scenarios



Three Rivers Clean Mobility Summit

The first annual Three Rivers Clean Mobility Summit was held in Glenwood Springs on September 21, 2023. Clean Energy Economy (CLEER) hosted the event, with support from Drive Clean Colorado, Garfield Clean Energy (GCE) and multiple regional partners.

The primary purpose of the networking summit was to develop regional collaboration to harness new opportunities in the alternative transportation and integrated clean mobility sectors that can collectively reduce greenhouse gas (GHG) emissions.

Will Toor, Director of the Colorado Energy Office (CEO), focused primarily on transportation electrification in his keynote presentation. However, other presenters also pointed out that clean vehicle technology alone will not be enough to meet GHG targets, and will not address the impacts of increasing traffic and congestion. For example, the RFTA is already an established public transit agency that is taking more ownership of multimodal options.

Dan Blankenship, RFTA CEO, was also asked to present RFTA's new Climate Action Plan (CAP) and the ongoing Zero Emission Vehicle (ZEV) Transition Plan. Dan pointed out that RFTA's most important climate action strategy to reduce emissions is to electrify more of the fleet. He also noted that there are operational and financial challenges with EV buses and equipment. RFTA is charged with striking a balance between affordable, convenient public transit services, and zero-emission buses.

The day was capped with an EV Ride & Drive event for attendees to try actually test out these vehicles and ask experts about ownership rebates etc.



Q3 2023 Grants Report

RFTA Staff are working harder than ever to manage 14 Federal and State grants for planning, fleet replacement, and various facility improvement projects. These grants total \$67.7 million.

2023 Quarter 3 Grants Report	Grant Source	Grant Amount
EXECUTED GRANTS		
Buses: 12 Diesel Replacements	FY22 FTA Combined 5339b & 5339c Low-No	\$5,721,272.00
Facility: BEB 450 kW (1) On-Route Charger	FY20 FASTER FY20 Super Call	\$480,000.00
Facility: GWS SH82/27th St. Bike-Ped Crossings	CY21, CY22 CDOT RMS, MMOF, TAP, RPP & GWS contribution	\$11,070,860.00
Facility: GMF/RTC Phases 3,4,5,7	FY20 USDOT BUILD	\$13,009,000.00
Facility: GMF/RTC Phases 3,4,5,7	FY20 5339(b) Bus & Bus Facilities	\$11,475,000.00
Facility: GMF/RTC Gap Project P 3,4,5,7	FY21 FTA 5339(b) Buses & Bus Facilities	\$9,350,000.00
Facility: GMF/RTC Phase 6A WGWS Transit Hub	FY23 DOLA EIAF	\$250,000.00
Facility: GMF/RTC P6 Multimodal Center (I-70 MOVE Hubs) & 82/27 Ped Crossings	FY22 USDOT RAISE	\$10,820,468.00
Operating: FY23 Systemwide	CY23 FASTER, Super Call	\$1,201,678.00
Planning: Zero Emission Bus (ZEB) Transition Plan	FY21 FTA 5304 Planning	\$75,620.00
		\$63,453,898
AWARDED GRANTS PENDING EXECUTION		
Facility: GMF/RTC Gap Project P 3,4,5,7	FTA 5311, FY22 Super Call	\$2,762,280.00
Operating: FY24 System-Wide	FY24 Super Call	\$1,237,728.00
Operating: CY23 Regional Hogback	CY23 Super Call	\$200,000.00
Planning: RFTA Zero Emission Vehicle (ZEV) Safety & Training Program	CDOT Office Innovative Mobility (OIM) ZEV Workforce Development Grant	\$60,000.00
		\$4,260,008
		\$67,713,906

The Planning Department continues to work with all departments, as well as regional stakeholders, to strategize on grant opportunities that align with RFTA's strategic goals and budget realities.

Town of Carbondale Mobility and Access Plan

For many years, the Town of Carbondale has intended to create a bike and pedestrian friendly environment. The first concrete step was the formation of priority corridors in 2013. The Town has undertaken projects since to improve mobility and access, such as the 8th Street project, but has done so project by project without an overarching guide or plan. Since 2013 Carbondale has also experienced unprecedented growth which has impacted existing infrastructure and mobility corridors. This growth has impacted the community's ability to move freely and comfortably throughout town. Carbondale continues to face pressure from population growth, increased density and changing demographics which will only further stress the existing infrastructure and impact Carbondale's small-town character and its accessible and connected small-neighborhoods. As such, Carbondale desires to create an integrated multi-modal system to provide guidance for future growth to ensure Carbondale's values and character are preserved and enhanced.

In 2022, the Town updated portions of its Comprehensive Plan. One of the key action items that emerged was to develop a Transportation Master Plan. The planning process was initiated in June 2023 and will be complete in winter/spring 2024. The study is focused on two major tasks:

1. Identifying issues and opportunities related to local mobility, including
 - a. Active transportation connectivity gaps
 - b. Highway 133 safety concerns
 - c. Other community-identified needs
2. Establishing a long-term multimodal vision and roadmap, including
 - a. Focused mobility goals
 - b. Recommendations to achieve Carbondale's multimodal objectives
 - c. Multimodal project list
 - d. Position the Town for external funding opportunities

The consultant team hosted its first stakeholder meeting on September 7, 2023. The following information is from the meeting.

To date, the Study has generated a usually robust amount of interest. The Phase 1 commenting maps has been viewed by 732 unique users and generated 435 comments.



The themes and common topics that have emerged include:

- Transit connections to south Carbondale are desired
- City Market has caused increased congestion and perceived safety concerns
- More safe crossings of Highway 133 are needed
- Concerns about speeding, especially on Hwy 133 but also on some local roads
- The roundabout is effective but there are still some safety concerns with bike/peds crossing it
- Left turns onto Hwy 133 are a concern, especially near areas with high commercial/truck traffic
- Sidewalks and bike lanes need to be as continuous, connected and separated as possible
- Some visibility concerns related to the placement of utility boxes, signage, maintenance, etc.
- Safe connections to schools and trails are desired

MAP Carbondale Vision:

The Town of Carbondale has a safe, connected, affordable, and comfortable transportation network which ensures mobility and access for everyone, supports sustainable choices, and sustains a high quality of life.

Supporting Goals:

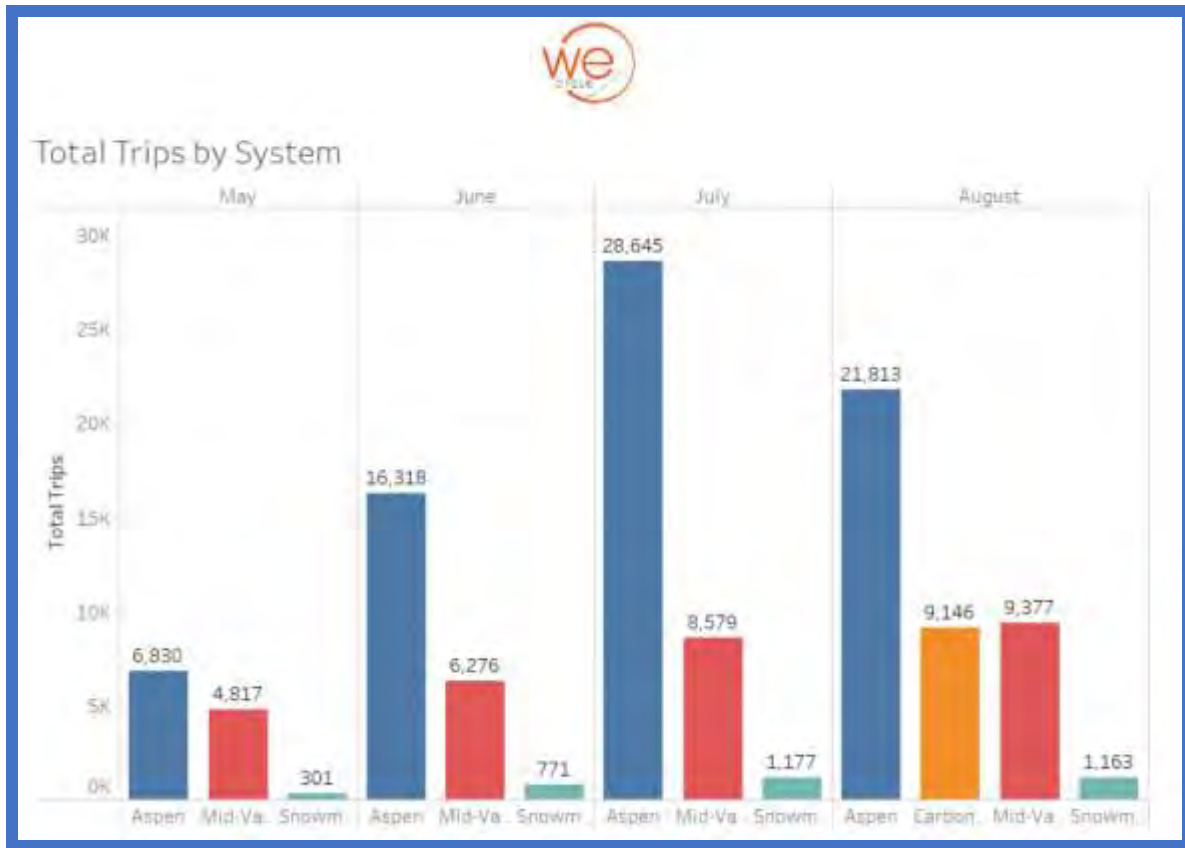
- Safe
- Sustainable
- Mobility Choice
- Equitable
- Connected & Reliable
- Fiscally Responsible
- Joyful

First / Last Mile Mobility (FLMM) Updates

Valley bikeshare, provided by WE-cycle, continues to show strong performance. With the launch in August 2024 in Carbondale, WE-cycle currently operates four systems including Aspen, Carbondale, Mid-Valley, and Snowmass. In total, this system is comprised of 80 stations, 981 docking points, 236 pedal bikes, and 126 e-bikes. In August 2023, WE-cycle provided over 40,000 trips systemwide. WE-cycle provides free rides for up to 30 minutes with a focus on first and last mile connections to transit stops.

The new Carbondale system has proven to be highly successful and well received. **Within the first month of operations, utilization in Carbondale is already approaching the well-established Mid-Valley system (see chart below). In fact, in the final week of August, the Carbondale Park & Ride was the most utilized station regionally.** This demonstrates the desire in the Town of Carbondale for first- and-last mile connectivity to RFTA BRT service.

The Mid-Valley system also showed strong performance in August 2023, with its highest monthly ridership to date. Meanwhile, Aspen continues to be the system with the highest ridership overall. The Snowmass system, which only has two stations, continues to be well used considering its limited deployment.



2024 Bike Share Scope of Work (SOW) and Budget

WE-cycle, RFTA, and each of the local jurisdictions that are signatories to the 2022 Memorandum of Understanding (MOU) have been working on system planning and budgeting for 2024. The WE-cycle Scope of Work (SOW) and budget will be included as part of the overall 2024 RFTA budget. In spring of 2024, WE-cycle will provide a presentation to the RFTA Board that reviews the 2023 performance as well as looks forward to the plans for 2024.

The 2024 SOW and budget are so far on track with what was anticipated in the 2022 MOU and Regional Bikeshare Plan. Although as expected, there have been some minor modifications based on an updated scope of work, costs, and available funding.

In addition, based on experience gained during the first year of implementation of the MOU, WE-cycle and RFTA have incorporated several policies into the Annual SOW to guide future implementation of the MOU in a transparent and consistent fashion. These policies do not change the spirit, intent or any other provision found in the MOU and are intended to clarify details that were not otherwise thoroughly explained.

As to next steps, in accordance with the 2023 – 2028 Regional Bikeshare Services MOU, two of the exhibits attached to the MOU (scope of work and budget) are required to be accepted annually by each signatory to the MOU after the Board approves the RFTA budget in December. Acceptance of these exhibits is expected to be at the staff level and a form for staff signature along with the final Exhibits will be forwarded to the staff of each jurisdiction in December. These annually updated exhibits to the MOU, which have been sent to staff from each jurisdiction for initial review, are based on and consistent with the 2024 RFTA Budget as it is approved by the RFTA Board.

FLMM Grant Award Updates (excluding Bike Share)

Glenwood Springs Blake Ave. Corridor Planning

The City of Glenwood Springs and the consultant team presented the 30% preliminary plans to the public at various events the week of September 18 to seek opinions on the design concepts and elements. Many comments and completed surveys were received that assessed the proposed roadway geometry, traffic calming and landscape features, lighting, parking, bus stop locations, and the potential switch to a one-way street section from 24th to 27th Streets. Over the next few months, the team will be assessing the input from the public and stakeholders to refine the plans. The project schedule plans for construction to begin on Phase 1 (24th to 27th Street) in spring of 2024.

Pitkin County, Truscott to Owl Creek Trail Design

Pitkin County and the consultant team are currently at 30% plans and are working toward 100% construction plans. The project entails design, construction documents public input, identification of funding sources, and coordination with City of Aspen trails capital planning. The next step is to present the proposed alignment to the Inn at Aspen, for their approval of an easement outside of CDOT right of way, which they have expressed consideration for (to provide more ingress/egress storage of vehicles between highway and most optimum trail alignment). Once the easement is agreed to, the project will proceed to complete drawings and construction documents in late 2023 or early 2024. Coordination with City of Aspen will take place around February for inclusion in their trails capital planning for 2025 or 2026 as the City of Aspen will be eventual owner of trail.

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. This pilot is currently on its second year of grant funding through FLMM and is paid 50% by FLMM and 50% by the Town of Basalt. The Basalt Connect pilot is eligible for one more year of FLMM funding in 2024.

Since inception through the end of August 2023, the Basalt Connect service has provided service to 38,155 passengers. August 2023 provided to the highest number of passenger trips at 3,761 to 513 unique passengers. The average wait time in August 2023 was only 8 minutes with 29% of trips be 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 heat map of Pickup locations for Basalt Connect for the month of August 2023. The drop off locations are very similar to the pickups.

Pickups Heat Map



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 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%)
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			\$433,302	

2023 Quarter 3 Grants Report	Grant Source	COTRAMS Budget #	PO # or Contract	Execution Date	Expiration Date	Grant Amount	RFTA Match	Total Grant Project Cost	Status
EXECUTED GRANTS									
Buses: 12 Diesel Replacements	FY22 FTA Combined 5339b & 5339c Low-No	14721	491003130	3/2/2023	12/31/2024	\$5,721,272.00	\$1,430,318.00	\$7,151,590.00	We ordered 10 CNGs and 2 Diesels. Per the FMP, intended replacement 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. Cummins is working on the CNGs and all diesels should be delivered in 2023.
Facility: BEB 450 kW (1) On-Route Charger	FY20 FASTER FY20 Super Call	013633	491002133	3/18/2022	12/31/2023	\$480,000.00	\$120,000.00	\$600,000.00	SEH is providing design/engineering. The charger has been ordered and delivered. A construction RFP was solicited and a vendor was chosen. Installation should be complete by the end of 2023.
Facility: GWS SH82/27th St. Bike-Ped Crossings	CY21, CY22 CDOT RMS, MMOF, TAP, RPP & GWS contribution	N/A	21-HA3-XC-00134 AMENDMENT 3	10/25/2022	9/29/2032	\$11,070,860.00	\$4,876,965.00	\$15,947,825.00	Grants funding breakdown: TAP (\$1 M award + \$250,000 local = \$1,250,000) + RAISE (\$6,020,468 award + \$2,326,573 match = \$8,347,041) + ARPA (\$2M award + \$1,250,000 match = \$3,250,000) + CDOT RPP \$1 M total + MMOF (\$1,050,392 award + \$1,050,392 match = \$2,100,784). Total grant awards \$11,070,860 + Total RFTA match \$4,876,965. COGS is also contributing \$750,000 M toward total local match.
Facility: 82/27th Ped Crossings	CY22CDOT MMOF	TBD	TBD	TBD	TBD	\$1,000,000.00	\$15,420,000.00	\$16,420,000.00	We applied last-minute for cost overruns in the \$6m range from our first bid. This amount has been added to the multi-source CDOT TAP grant, mentioned above.
Facility: GMF/RTC Phases 3,4,5,7	FY20 USDOT BUILD	N/A	CO-2021-027-00	7/21/2021	4/30/2025	\$13,009,000.00	\$5,575,137.00	\$18,584,137.00	Finance Department is administering this grant via the TRAMS online portal.
Facility: GMF/RTC Phases 3,4,5,7	FY20 5339(b) Bus & Bus Facilities	N/A	CO-2021-020-00	6/7/2021	4/30/2025	\$11,475,000.00	\$12,428,800.00	\$23,903,800.00	Finance Department is administering this grant via the TRAMS online portal.
Facility: GMF/RTC Gap Project P 3,4,5,7	FY21 FTA 5339(b) Buses & Bus Facilities	021245	TBD	TBD	TBD	\$9,350,000.00	TBD	\$9,350,000.00	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 .
Facility: GMF/RTC Phase 6A WGWS Transit Hub	FY23 DOLA EIAF	TBD	9586	2/6/2023	1/31/2025	\$250,000.00	\$0.00	\$250,000.00	The contract lists \$5,983,676 as "other funds", which is our "overmatch" from some of the RAISE grant award.
Facility: GMF/RTC P6 Multimodal Center (I-70 MOVE Hubs) & 82/27 Ped Crossings	FY22 USDOT RAISE	TBD	TBD	TBD	TBD	\$10,820,468.00	\$12,900,000.00	\$23,720,468.00	RFTA was part of a collaborative application for I-70 Multimodal Hubs (MOVE). Additionally, a portion of costs for the SH 82/27th St. Ped Crossings are also included.
Operating: FY23 Systemwide	CY23 FASTER, Super Call	0725	491003244	6/16/2023	6/30/2024	\$1,201,678.00	\$1,201,678.00	\$2,403,356.00	Our annual award is more predictable as part of a 5-year base funding model agreed upon by CDOT partners. The source funds have switched from 5311 to FASTER.
Planning: Zero Emission Bus (ZEB) Transition Plan	FY21 FTA 5304 Planning	Pending	491002800	3/22/22	12/31/2023	\$75,620.00	\$18,905.00	\$94,525.00	We were granted another grant deadline extension. The RFP was solicited on 11/9/22 and we received 5 valid proposals. We hope to have a consultant contract by the end of January 2023, and an estimated 8-9 month project schedule.
EXECUTED SUBTOTALS						\$64,453,898	\$53,971,803	\$118,425,701	
AWARDED GRANTS PENDING EXECUTION									
Facility: GMF/RTC Gap Project P 3,4,5,7	FTA 5311, FY22 Super Call	021222	TBD	TBD	TBD	\$2,762,280.00	\$690,570.00	\$3,452,850.00	Submitted September 9/3/21 for FY22 Super Call. Milestones and Risk Assessment were submitted on 6/2/22. On 1/17/23, CDOT received our edits to the draft SOW. This sat dormant for a while. Brian picked it up again in September and assuming paperwork moves along, we should have an executed contract in November.
Operating: FY24 System-Wide	FY24 Super Call	TBD	TBD	TBD	TBD	\$1,237,728.00	\$1,237,728.00	\$2,475,456.00	The Award Acceptance letter was submitted on 7/22/23 and the Risk Assessment on 8/28/23. CDOT shared the draft SOW on 10/3. We should have an executed contract in October/November.
Operating: CY23 Regional Hogback	CY23 Super Call	0725	TBD	TBD	TBD	\$200,000.00	\$200,000.00	\$400,000.00	David Carle returned the Draft SOW to Erin at DTR on 8/15/23
Planning: RFTA Zero Emission Vehicle (ZEV) Safety & Training Program	CDOT Office Innovative Mobility (OIM) ZEV Workforce Development Grant	TBD	TBD	TBD	TBD	\$60,000.00	\$15,000.00	\$75,000.00	This project is being managed by Blake Shultz and Jason Smith. RFTA is widening the circle to include other regional EV fleet operators to fulfill attendance requirements for trainings.
AWARDED SUBTOTALS						\$4,260,008	\$2,143,298	\$6,403,306	
TOTAL ACTIVE GRANTS						\$68,713,906	\$56,115,101	\$124,829,007	
GRANTS SUBMITTED AWAITING POTENTIAL AWARDS									
Operating: CY24 Regional Hogback	CY24 Super Call	TBD	TBD	TBD	TBD	\$200,000	\$200,000	\$400,000	On 10/4 Erin confirmed that this has yet to be awarded
SUBTOTALS SUBMITTED						\$200,000	\$200,000	\$400,000	