RFTA Planning Department Monthly Update

April 11, 2024

Grant 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 shared with the RFTA Board. Substantial grant requests will be presented in more detail on the consent agenda in future board packets, and quarterly updates will be provided accordingly. These are grant applications that have recently been submitted or are under development and will be submitted in the near future.

Project Name	Grant Program	Grant Request
Facility: GMF/RTC Phase 6A Transit Center Multimodal Hub, Phase 6B O&M Admin Bldg, Phase 8 Maintenance ZEB Parts Storage Bldg	FY24 FTA 5339b Bus & Bus Facilities & 5339c Low-No	$32,837,664
Facility: GMF/RTC Phase 6A Transit Center Multimodal Hub, Phase 6B O&M Admin Bldg, Phase 8 Maintenance ZEB Parts Storage Bldg	CY24 CDOT Super Call	TBD, based on FY24 5339 awards
RGT Corridor: VelociRFTA BRT Extension Study	FY24 USDOT RAISE Planning Grant Program	$1,028,450.00

RGT Corridor: Roaring Fork River Bridge Rehabilitation	Garfield County Federal Mineral Lease District (GCFMLD) Spring Cycle	$1,000,000.00
RGT Corridor: Rosebud Trailhead Improvements	FY25 Senate Congressionally Directed Spending (CDS) Appropriations	$850,000.00
Safety & Training: RFTA Zero Emission Vehicle (ZEV) Safety & Training Program	CDOT Office Innovative Mobility (OIM) ZEV Workforce Development Grant	$100,000.00
Vehicles: 10 BEBs & Chargers	FY24 FTA 5339b Bus & Bus Facilities & 5339c Low-No	$13,200,000
Vehicles: 10 BEBs & Chargers	CY24 CDOT Super Call	TBD, based on 5339 FY24 awards

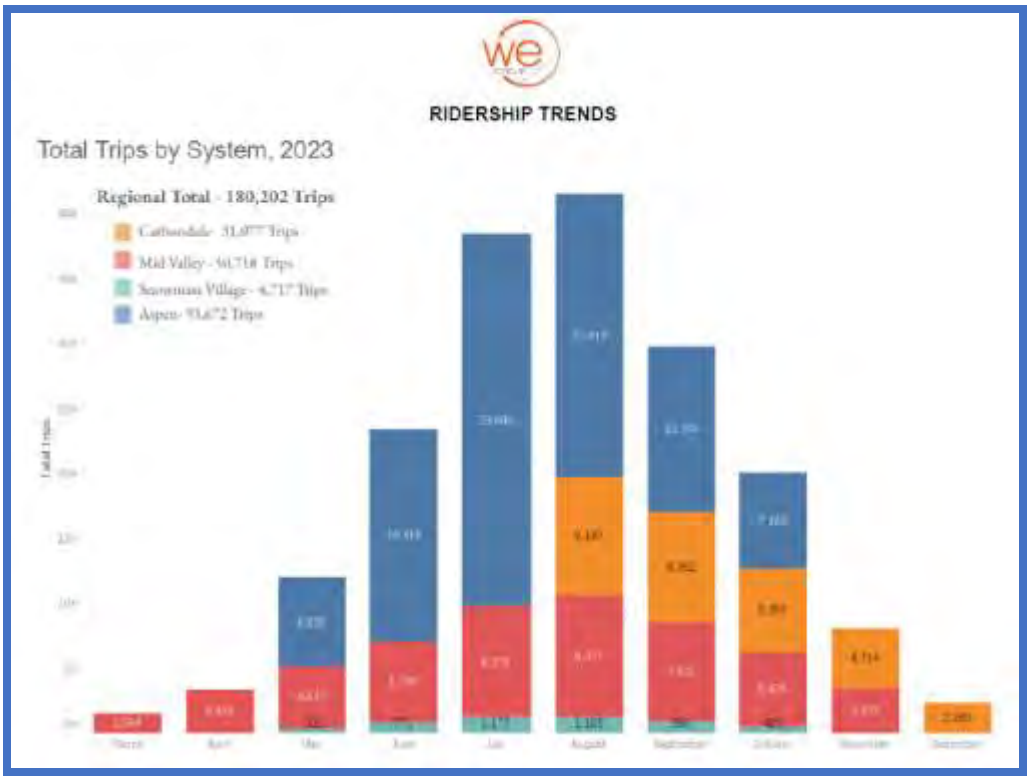
First / Last Mile Mobility (FLMM) Updates

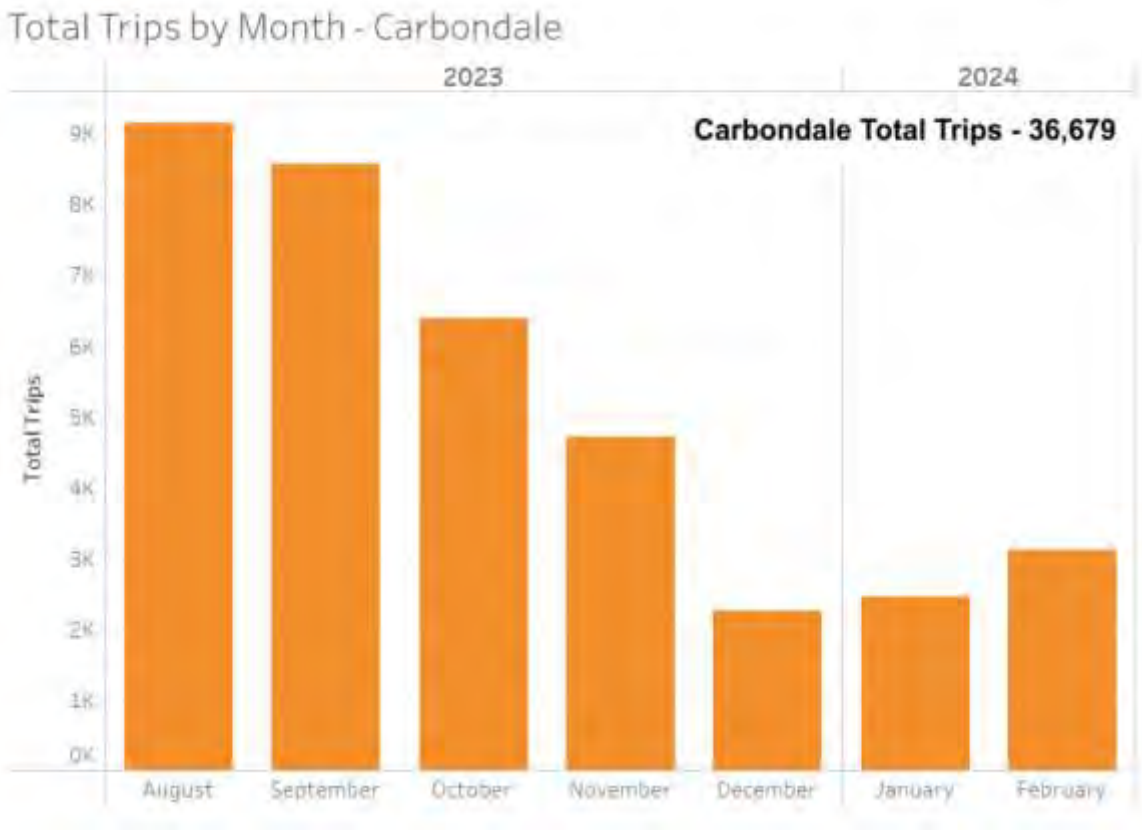
Roaring Fork Valley bikeshare, provided by WE-cycle, continues to show strong performance. WE-cycle currently operates four systems including Aspen, Carbondale, Mid-Valley, and Snowmass. For the month of February, which is the latest data available, only the Carbondale system was operations, which consisted of 17 stations and 227 docking points. WE-cycle provides free rides for up to 30 minutes with a focus on first and last mile connections to transit stops.

The Aspen and Snowmass 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 opened 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.

Figure 1: Expanding WE-Cycle Bike Share Capacity at Carbondale BRT Station





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.

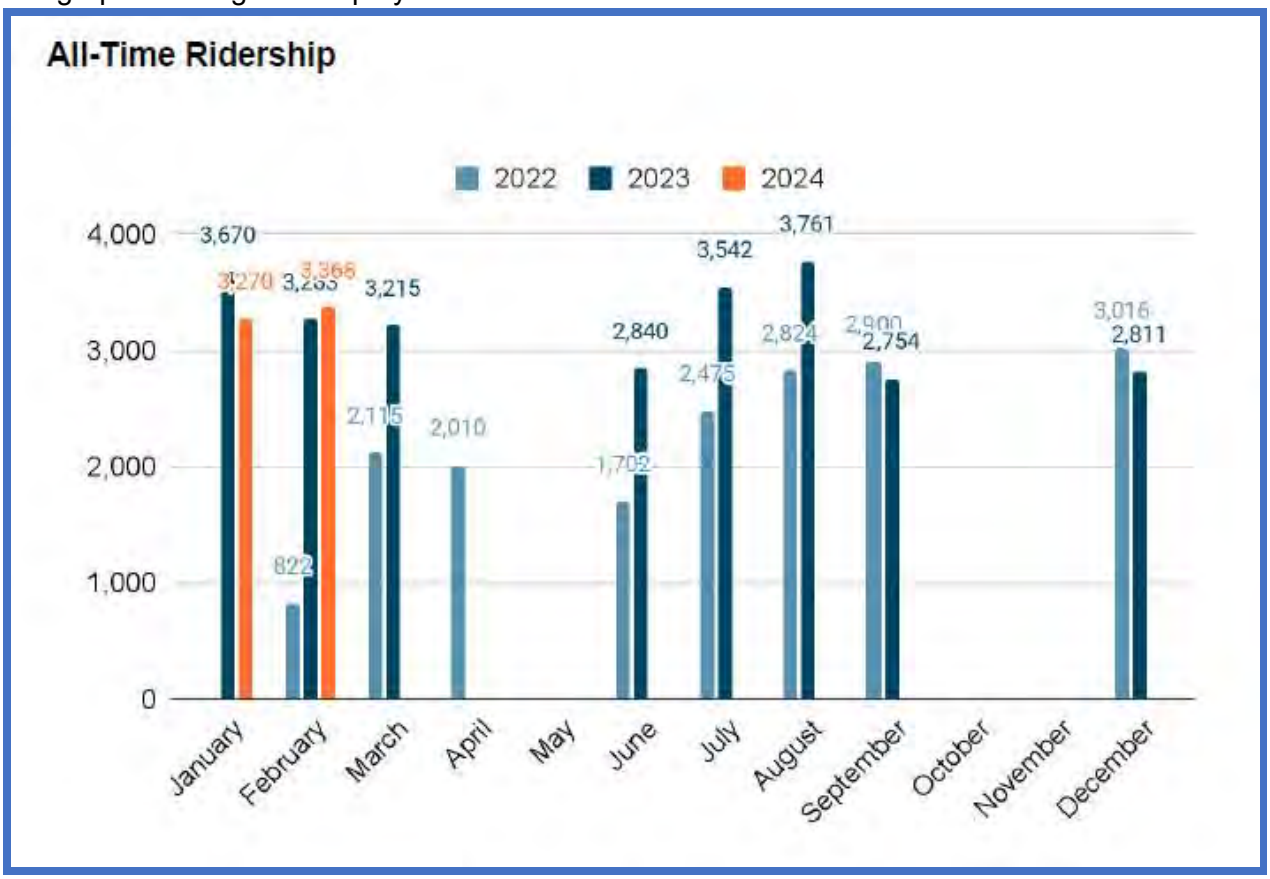
Pitkin County, Truscott to Owl Creek Trail Design:
Pitkin County and the consultant team are currently at 90% construction plans. The project entails design, construction documents, public input, identification of funding sources, and coordination with City of Aspen trails capital planning. Among the 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 50,358 passenger trips. February 2024 provided 3,368 passenger trips to 442 unique passengers. The average wait time in February 2024 was only 12 minutes with 42% 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.

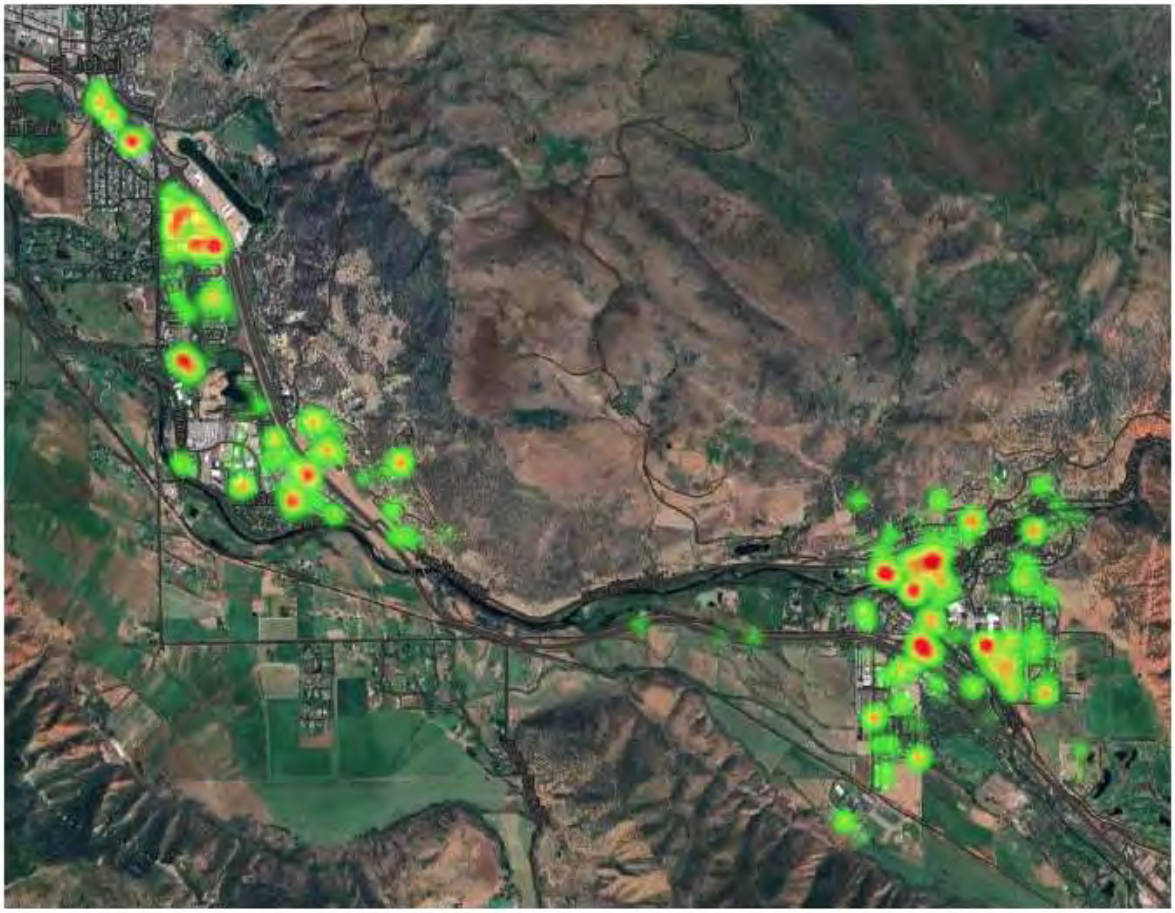
Below is a graph showing ridership by month for the Basalt Connect.



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	

Intermountain TPR Retreat April 19

The Intermountain Transportation Planning Region will conduct a Retreat on April 19, the first such meeting ever. The focus of the Retreat, in addition to regular business, will be to focus on the following:

Approve the IGA and ByLaws

- All highlighted items in the IGA and Bylaws templates need opinions
- Discuss and decide on quorum number
- Discuss and decide on voting procedure
- Vote on primary and secondary representatives for each jurisdiction

TPR 101 with CDOT in Simple Terms (Mark Rogers—CDOT Region 3 Presenting)

- Purpose of TPRs
- The Transportation Planning Process

- Project Rankings
- IMTPR priorities and alignment with Region 3 priorities
- The relationship between cities/counties
- How it all fits together

IMTPR Strategy Session

Purpose Statement review (based on CDOT legislation): *The Intermountain Transportation Planning Region Commission (IMTPR) is a collaborative of local jurisdictions from Summit, Eagle, Garfield, Lake, and Pitkin counties that work in conjunction with CDOT to develop a regional transportation plan to be included as part of CDOT's state-wide transportation plan. The IMTPR works to identify regional plan recommendations and priority projects that include transportation services, facilities, multimodal alternatives, safety, and fiscal needs that best align with available funds from CDOT. The IMTPR also considers expected environmental, social, and economic impacts of the transportation plan recommendations to provide for the transportation and environmental needs of the area in a safe and efficient manner.*

- What are our goals for project prioritization
- How do we build on the themes of the most recent plan and be flexible with emerging themes?
- What are the expectations and norms of the group?