

Senate Finance Committee

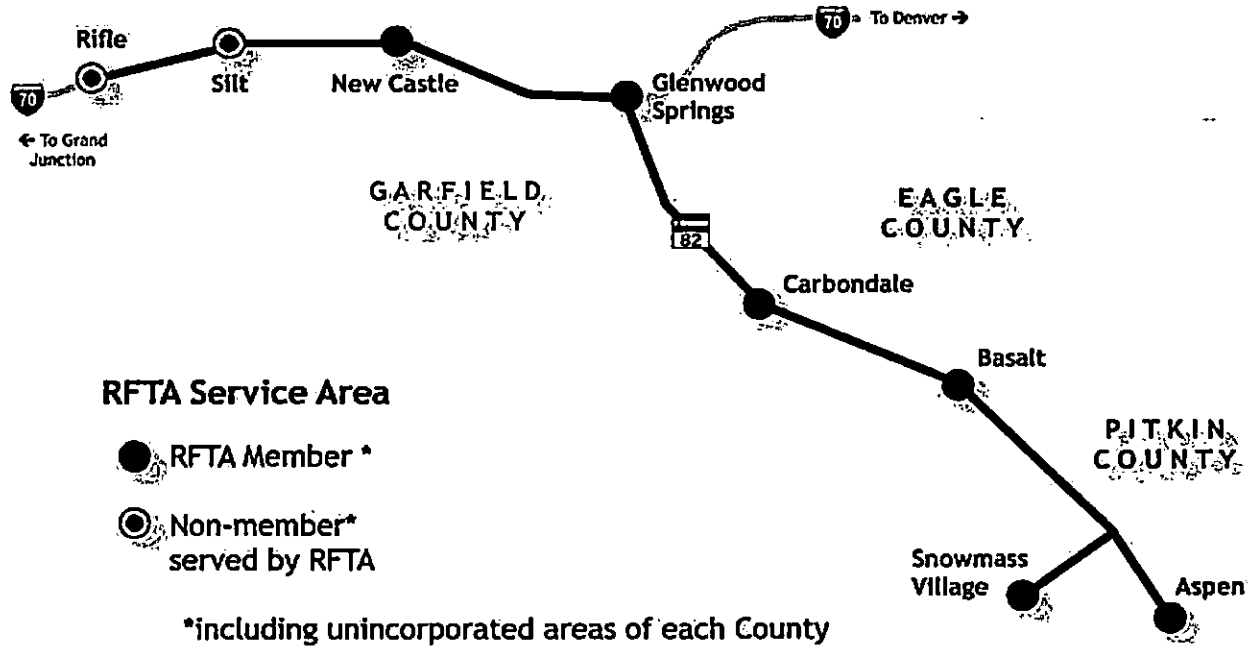
April 25, 2017



HB 17-1242

- Roaring Fork Transportation (RFTA), created by voters in November 2000, supports HB 17 – 1242.
- Vitally important to preserve Multimodal Transportation Option funding in the Bill for transit, trails, and pedestrian facilities.

Roaring Fork Transportation Authority (RFTA)



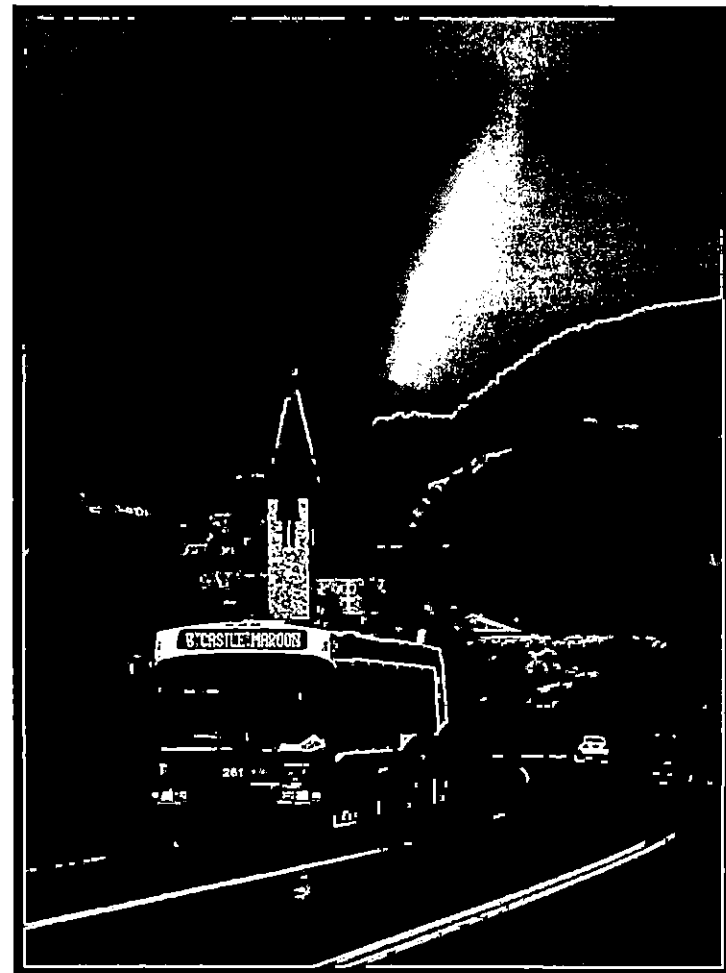
RFTA Overview

RFTA:

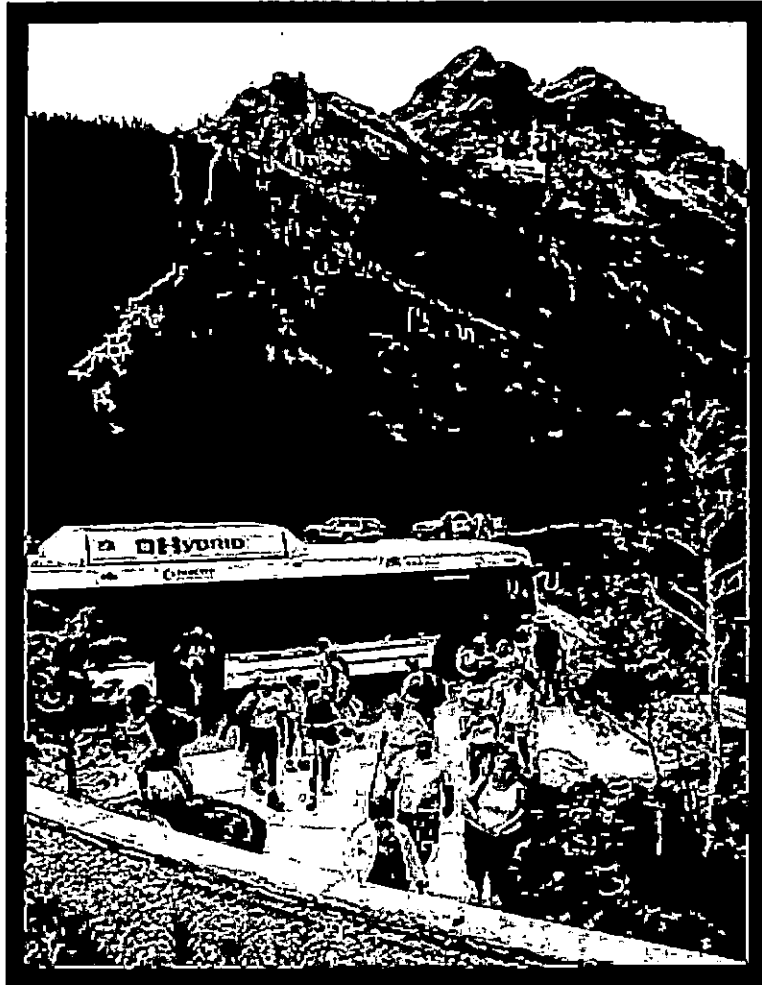
- 2nd Largest public transit system in Colorado after Denver RTD
- Believed to be the largest rural public transit system in the U.S.
- Opened nations' first rural BRT system on 9/3/13
- Received 2014 Federal Transit Administrator's Award for Outstanding Public Service

2016 Estimated Information:

- 5.07 million passengers
- 5.5 million miles of service
- 350 employees during peak winter season
- 106 large transit vehicles (29-CNG), 22 vans
- \$60.7 million budget (\$33.8m Operating/\$21.6m Capital/5.34 Debt Service)
- 70-mile corridor
 - Aspen to Glenwood Springs (40 miles)
 - Glenwood Springs to Rifle (30 miles)
- 34-mile Rio Grande Rail Corridor and Trail



RFTA Overview

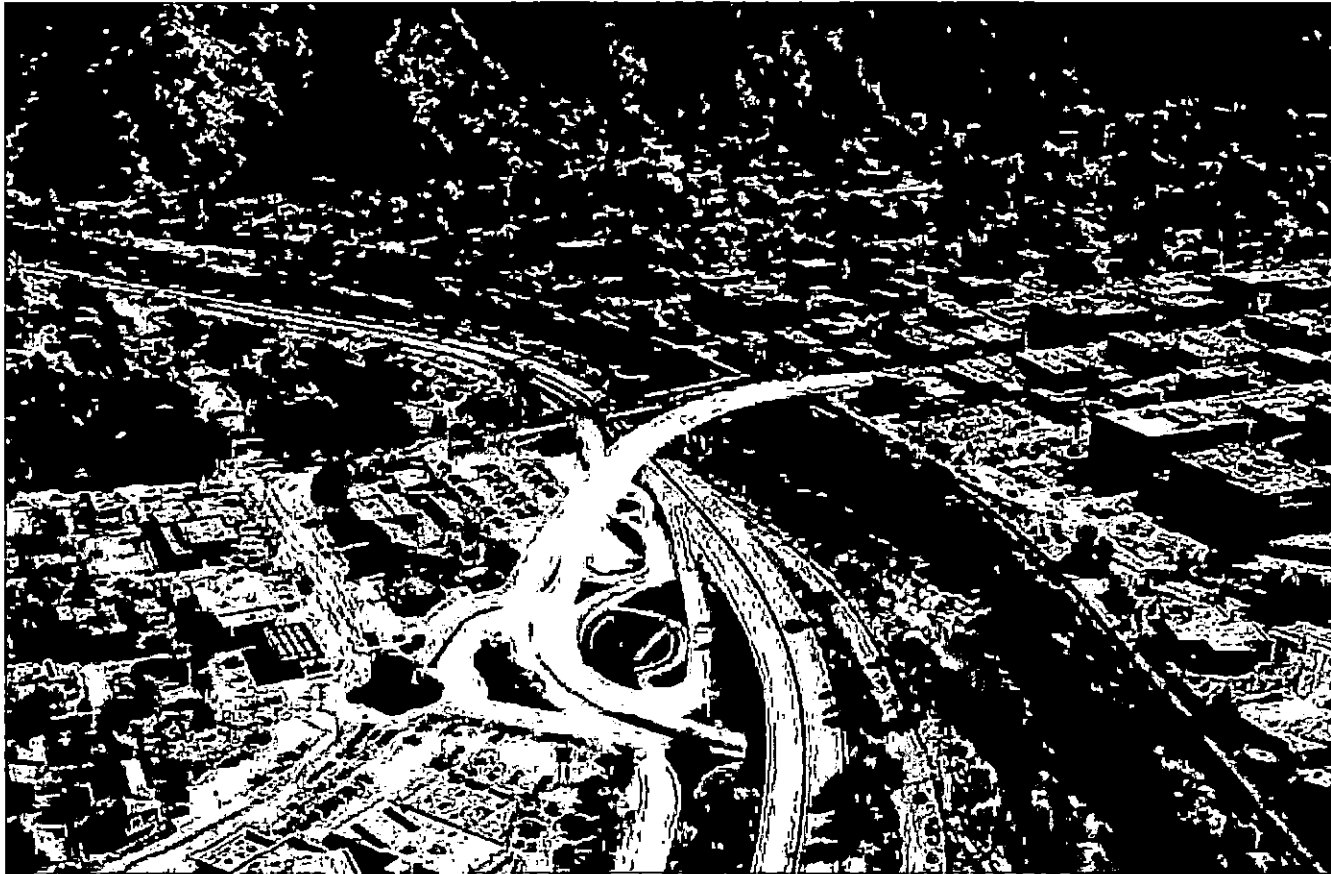


RFTA provides the following types of transit services:

- VelociRFTA BRT service in the Hwy 82 corridor
- Regional commuter services in the Hwy 82 & I-70 corridors
- Municipal transit services under contracts with the City of Aspen and the City of Glenwood Springs
- Skier shuttle services under contract with Aspen Skiing Co.
- Senior/Paratransit transportation services through Senior Van/Traveler
- Maroon Bells bus tours in partnership with USFS
- Event Transportation: World Cup, Winter X-games (59,000 passengers in one day)
- Grand Avenue Bridge Transit Mitigation

90 Days of Carmegedon

25% - 35% Reduction in Vehicle Trips



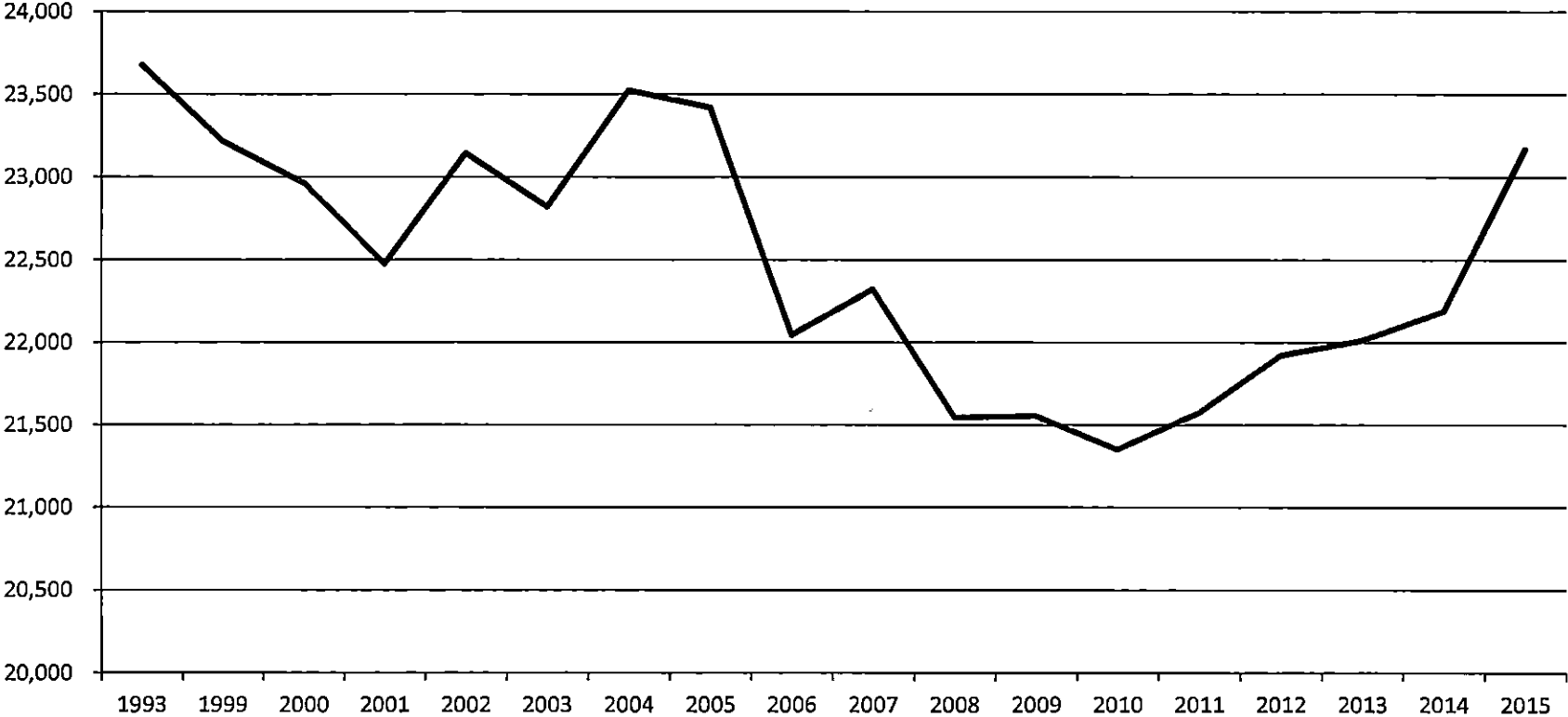
Transit Benefits

- Transit allows Seniors and Persons with Disabilities to remain independent to the maximum extent
- Tourism is one of State's largest economic drivers
- Mountain resort communities draw many tourists from around the state, nation, and globe
- Mountain resorts need employees
- Employees can't afford to live where the jobs are
- Mountain communities are compact, lack parking, and can't accommodate the cars of residents, tourists and employees
- Affordable transit services are needed to transport employees to/from bedroom communities to/from job centers
- Major events require transit. Major events are televised around the globe
- Transit about the only game in town during Carmegedon
- Transit, combined with Travel Demand Management Measures reduces highway congestion and helps preserve highway capacity

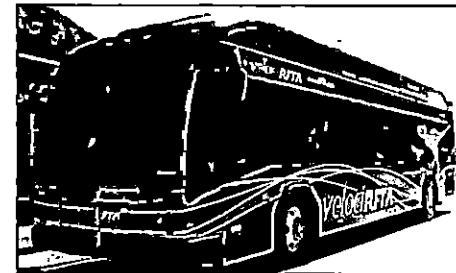
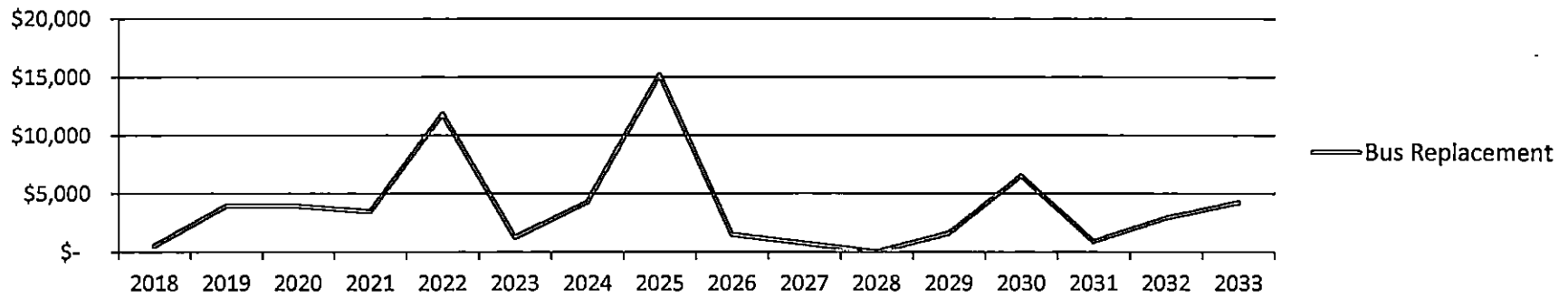
Annual Average Daily Traffic in Aspen

**Average Annual Daily Traffic
Crossing Castle Creek Bridge**

**30%+ of Average Peak Hour
Person Trips on Transit**



Estimated Bus Replacement 2017-2033 (1,000)



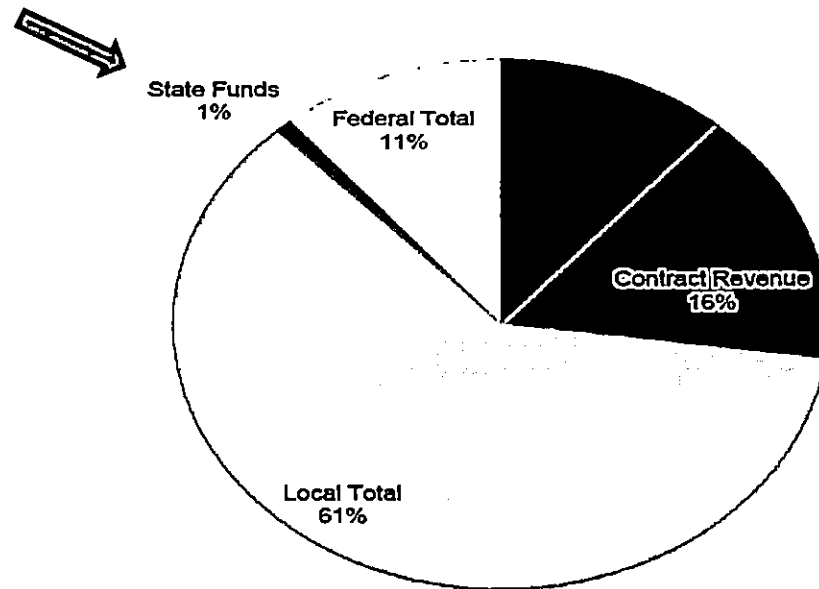
RFTA's Challenge: Many vehicles and assets acquired with some level of Federal and State funding. RFTA has \$50 million in bus replacements over 15 years and Federal and State funding are currently inadequate.



COLORADO
Department of Transportation
Division of Transit & Rail

Investment in CO Transit

2014 Rural NTD Report



Please support HB 17-1242 – Let Voters Decide Preserve Multimodal Transportation Options' Funding!



Questions?



Dan Blankenship, CEO

Roaring Fork Transportation Authority

2307 Wulfsohn Road, Glenwood Springs, CO 81601

970-384-4981 (Office)

dblankenship@rfta.com / www.rfta.com