Elected Officials Transportation Committee (EOTC)

AGENDA

Thursday, October 16, 2014 - 2pm

Location-Snowmass City Hall-Council Chambers

Aspen to Host and Chair Meeting

I. **2:00 - 2:10** **REVIEW OF DECISIONS REACHED AT THE June 5, 2014 MEETING**
John D. Krueger-City of Aspen

II. **2:10 - 2:15** **PUBLIC COMMENT – Regarding Any Item Not on the Agenda**
(Comments limited to three minutes per person)

III. **2:15 - 2:30** **2015 MEETING DATES**
John D. Krueger-City of Aspen
Decision Needed: Confirmation of 2015 Meeting Dates

IV. **2:30 –3:30** **2015 PROPOSED BUDGET AND MULTI-YEAR PLAN**
Tom Oken-Pitkin County

- **Financial Update & Review of Retreat Policy Decisions**
- **Base Budget**
  - **No-fare Service Subsidy Increase**-Dan Blankenship-RFTA
- **Capital Funding Request**
  - **Rubey Park-** John D. Krueger-City of Aspen

Decision Needed: Approval of the 2015 Base Budget and New Funding Requests

V. **3:30 – 3:45** **UPDATES**

- **Buttermilk Parking Lot**-Brian Pettet-Pitkin County

VI. **3:45 –4:00** **FUTURE AGENDA ITEMS**

- *Reserve some parking for regular commuters who use the lot*
- *Keep RFTA buses and cars separate wherever possible*
- *Change the traffic control plan for the Brush Creek Road and SH 82 intersection and down valley exit of the lot*
- *The lot must be cleaned up during and after the event and returned to its original condition*

VOTE:	**Yes-Approved**	
Aspen:	**5-0**	**yes**
Pitkin County:	**5-0**	**yes**
Snowmass:	**3-0**	**yes**

IV. REVIEW & FOLLOW-UP TO THE MARCH 19, 2014 RETREAT
Bob Schultz- Robert Schultz Consulting & Tom Oken-Pitkin County

Decision Reached: The EOTC approved a change to the Mission Statement and a future funding plan.

The Mission Statement was revised as follows:

"Work collectively to reduce and or manage the volume of vehicles on the road system And continue to develop and support a comprehensive multi-modal, long range strategy that will insure a convenient and efficient transportation system for the Roaring Fork Valley."

The financial Plan was revised as follows:

- ***The no-fare service will now be "above the line" in the budget and multi-year plan***
- ***The "lockboxes" will be replaced with "savings funds."***
    - ***The Aspen Transportation Savings Fund will replace the ETA lockbox and be targeted for improvement to the Aspen transportation system. Those funds are for capital projects in the Aspen area.***
    - ***The Snowmass Village Transportation Savings Fund will replace the SVTC lockbox and be targeted for improvement to the Snowmass Village transportation system. Those funds are for capital projects in the Snowmass area.***
- ***At any time, a member government may bring forward a capital project for consideration with a request for funding from either or both Savings Funds. The EOTC will determine whether to fund the project and from what source on an individual case basis.***
- ***After funding "above-the-line" items, 25% of the remaining annual revenue will add to the Snowmass Village Transportation Savings Fund until it is restored to $6,278,787. The remaining revenue will add to the Aspen Transportation Savings Fund.***
- ***Funding for Rubey Park will be decided at the October 16, 2014 meeting.***

VOTE:	**Yes-Approved**	
Aspen:	**5-0**	**yes**
Pitkin County:	**5-0**	**yes**
Snowmass:	**3-0**	**yes**

V. UPDATES

- **Rubey Park**-John D. Krueger-Aspen & Gilbert Sanchez-Studio B
  An update on the progress of the final design and land use of Rubey Park was presented to the EOTC. The project is approaching the 60% design level and has completed the HPC portion of the land use process. The project will request project funding from the EOTC at the October 16, 2014 budget meeting.

  VelociRFTA BRT Update-Dan Blankenship-RFTA
  Dan presented an update on BRT service to the EOTC. The update included the results of a recent survey. Dan indicated that RFTA may have to come back to the EOTC for an adjustment of the amount RFTA receives for the no-fare service. It is currently set with no adjustment for n the cost of service and increased service due to increased ridership.

  Status of Amendment to the EOTC IGA-Tom Oken-Pitkin County
  Tom Oken provided an update on the status of the amendment to the EOTC IGA. The amendment approved by the EOTC at is meeting was approved by resolution by Pitkin County at its regular meeting. Snowmass modified the amendment language and approved a different version of the amendment. Aspen pulled the amendment resolution at its meeting pending a reconciliation of the language in the two different amendments.

  The County and City attorneys provided an opinion that only the original amendment could be approved and used in Pitkin County and Aspen. Snowmass must revise its amendment in order for the amendment to the IGA to become adopted. If and until this happens, the current approval process as stated in the IGA remains in effect.

  Ribbon Cutting for the AABC Underpass-Brian Pettet
  Brian Pettet provided the details of the ribbon cutting for the AABC Underpass.

VI. FUTURE AGENDA ITEMS

  - **2015 Budget**

MEMORANDUM

TO:	The Elected Officials Transportation Committee (EOTC)
FR:	John D. Krueger, City Of Aspen
DATE:	October 8, 2014
Meeting Date:	October 16, 2014
RE:	2015 EOTC Meeting Dates

Decision Needed: Selection of 2015 meeting dates

Staff is proposing the following meeting dates for 2015.

- February 19, 2015 Snowmass-Host & Chair
- June 5, 2015 Pitkin County-Host & Chair
- October 15, 2015 Aspen-Host & Chair

In 2014 the EOTC met three times.

- March 19, 2014 Retreat
- June 5, 2014 Pitkin County Host
- October 16, 2014 Aspen Host

AGENDA ITEM SUMMARY

TO: Elected Officials Transportation Committee (EOTC)

FROM: Tom Oken, Pitkin County Treasurer

MEETING DATE: October 16, 2014

SUBJECT: Proposed 2015 Budget & Multi-Year Plan

Attached for review and approval at your meeting is the Proposed 2015 Budget & Multi-Year Plan. Some of the line items for the Proposed 2015 Budget are discussed below. See the attached memos for an explanation of other line items and new requests.

Funding Sources

a) Pitkin County 1/2% sales tax - $4,655,000
After increasing 7.0% in 2013 we are projecting a 5.9% increase for this year, 5.0% for 2015 and 2016, and 3.5% annually for 2017-2019. These are the County's formal projections developed in conjunction with its Financial Advisory Board.

b) Pitkin County 1/2% use tax - $918,000
Use tax collections on building materials and vehicles are expected to increase by 8% in 2014, 4.5% in 2015, and 3% annually thereafter.

c) Investment income - $61,000
With continuing low short-term interest rates, we are forecasting an investment earnings rate of 0.6% for 2015 and then somewhat of a rebound to rates of 2.2% in 2016, 3.7% in 2017, and 4.1% in 2018 and 2019. Again, these are the County's formal projections developed in conjunction with its Financial Advisory Board. Invested fund balance varies from year to year and in conjunction with increasing interest rates produces a wide range of forecast investment income (from $61,000 in 2015 to $420,000 in 2019).

Funding Uses

1) Use tax collection costs - $85,100
The proposed budget is split between contracted auditing and the county's administrative costs of collection.

2) Administrative cost allocation and meeting costs - $17,937
The proposed budget is composed of $10,035 administrative overhead (accounting and auditing), $4,902 insurance, and $3,000 purchased services (for video recording and broadcast of meetings and other meeting support services).

3) Cab ride in lieu of bus stop safety improvements - $10,000; see attached memo.

4) X-Games transit subsidy - $115,000
This budget is paid to RFTA to help fund transit services for the X-Games. An increase to $100,000 from $50,000 was previously approved for 2013 and 2014. See attached memo for the requested increase to $115,000.

5) Brush Creek Intercept Lot operating costs - $36,000; see attached memo.

6) RFTA contribution (81.04% of 1/2% sales tax) - $3,772,412
By intergovernmental agreement and voter approval, 81.04% of the half-cent sales tax (but not use tax) is committed to RFTA.

7) No-fare Aspen-Snowmass-Woody Creek bus service subsidy - $551,900
At the June retreat the EOTC decided to move this cost "above the line" meaning that it would be deducted in full from revenue before determining the remaining allocation to the Aspen and Snowmass Village Savings Funds. Previously Snowmass Village Savings was reduced by the cost of summer service.

7a) requested subsidy increase - $69,758
The subsidy for the no-fare service was calculated originally as the lost fare revenue when it was instituted. It was only increased subsequently in proportion to RFTA-wide fare increases and to cover the cost of required winter back-up service. See the attached memo for the proposed increase in this subsidy.

12c) Rubey Park construction (funded from Aspen Savings) - $3.9 million; see attached memo

Distribution of Annual Surplus

After deducting the above-the-line costs, the remaining annual revenue was previously distributed 2/3 to the Aspen Savings Fund and 1/3 to the Discretionary Fund. The Discretionary Fund was used primarily to fund the no-fare Aspen-Snowmass-Woody Creek bus service for the fall and winter and then to reimburse the Aspen and Snowmass Savings funds for advances that had been made for capital projects.

At the June retreat the EOTC decided to move the full cost of no-fare service above the line and to distribute 25% of the remaining revenue to the Snowmass Village Savings Fund (until it is restored to $6,278,787) and 75% to the Aspen Savings Fund. Once Snowmass Savings is restored, all remaining revenue goes to the Aspen Savings Fund.

EOTC BUDGET AND MULTI-YEAR PLAN

EOTC Transit Project Funding	Actual 2013	Budget 2014	Proposed Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019
FUNDING SOURCES:							
a) Pitkin County 1/2% sales tax	4,185,934	*4,433,000*	**4,655,000**	4,888,000	5,059,000	5,236,000	5,419,000
b) Pitkin County 1/2% use tax	813,034	878,000	**918,000**	946,000	974,000	1,003,000	1,033,000
c) Investment income & misc.	41,522	56,000	**61,000**	149,000	290,000	366,000	420,000
Total Funding Sources	5,040,490	5,367,000	**5,634,000**	5,983,000	6,323,000	6,605,000	6,872,000
FUNDING USES:							
1) Use tax collection costs	46,874	111,796	**85,100**	87,653	90,283	92,991	95,781
2) Administrative cost allocation & meeting costs	16,725	18,827	**17,937**	18,475	19,029	19,600	20,188
2a) Planning retreat		6,800					
3) Cab ride in-lieu of bus stop safety imprvs	5,527	8,000	**10,000**	10,300	10,609	10,927	11,255
4) X-Games transit subsidy	100,000	100,000	**115,000**	115,000	115,000	115,000	115,000
5) Brush Creek Intercept Lot operating costs	18,057	35,000	**36,000**	37,080	38,192	39,338	40,518
6) RFTA contribution (81.04% of 1/2% sales tax)	3,392,281	3,592,503	**3,772,412**	3,961,235	4,099,814	4,243,254	4,391,558
7) No-fare Aspen-Snowmass-Woody Creek bus service - year-round			**551,900**	551,900	551,900	551,900	551,900
7a) requested increase			**69,758**	132,479	195,199	204,959	215,207
8) No-fare bus service - winter, spring, fall	478,148	476,211					
9) No-fare bus service - summer (funded from Snowmass Village Savings)	75,689	75,689					
10) Capital projects pool (advanced equally from Aspen & Snowmass Savings)							
10a) AABC pedestrian crossing design & engineering (addl $125,000)	20,720						
10b) AABC pedestrian crossing construction contribution	2,025,000						
11) AABC ped. crossing design & engineering ($250k advanced from Aspen Savings)							
12) Rubey Park (funded from Aspen Savings)							
12a) scoping & conceptual design	204,216						
12b) final design, land use & permitting		650,000					
12c) construction			**3,900,000**				
13) Regional Travel Patterns study		30,000					
Total Uses	6,383,237	5,104,826	**8,558,107**	4,914,122	5,120,026	5,277,970	5,441,407
EOTC ANNUAL SURPLUS/(DEFICIT)	(1,342,747)	262,174	**(2,924,107)**	1,068,878	1,202,974	1,327,030	1,430,593
EOTC CUMULATIVE SURPLUS FUND BALANCE	9,423,154	9,685,328	**6,761,221**	7,830,100	9,033,073	10,360,104	11,790,696

Revenue projections:							
a) *sales tax*	*7.0%*	*5.9%*	***5.0%***	*5.0%*	*3.5%*	*3.5%*	*3.5%*
b) *use tax*	*3.6%*	*8.0%*	***4.5%***	*3.0%*	*3.0%*	*3.0%*	*3.0%*
c) *investment earnings rate*	*0.5%*	*0.5%*	***0.6%***	*2.2%*	*3.7%*	*4.1%*	*4.1%*

DISTRIBUTION OF ANNUAL SURPLUS	**975,893**	1,068,878	1,202,974	1,327,030	1,430,593
25% to Snowmass Village Savings until restored to $6,278,787	**243,973**	267,220	300,743	263,047	-
remainder to Aspen Savings	**731,920**	801,659	902,230	1,063,983	1,430,593

EOTC BUDGET AND MULTI-YEAR PLAN

Savings Fund for Snowmass Village Area	Actual 2013	Budget 2014	Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019
less summer no- fare service	(75,689)	(75,689)	-	-	-	-	-
less 1/2 of advance to capital pool	(1,022,860)	-	-	-	-	-	-
plus reimbursement of advance to capital pool	-	-	243,973	267,220	300,743	263,047	-
Savings Fund for Snowmass Village Area	5,279,493	5,203,804	5,447,777	5,714,997	6,015,740	6,278,787	6,278,787

Calculation of amount allocated to Savings Fund for Aspen Area	Actual 2013	Budget 2014	Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019
Pitkin County 1/2% sales tax	4,185,934	4,433,000	4,665,000	4,888,000	5,059,000	5,236,000	5,419,000
Pitkin County 1/2% use tax	813,034	878,000	918,000	946,000	974,000	1,003,000	1,033,000
Investment income & misc			61,000	149,000	290,000	366,000	420,000
less committed funding	(187,183)	(280,423)	(885,695)	(952,887)	(1,020,212)	(1,034,716)	(1,049,849)
less RFTA contribution (81.04% of 1/2% sales tax)	(3,392,281)	(3,592,503)	(3,772,412)	(3,961,235)	(4,099,814)	(4,243,254)	(4,391,558)
Annual Surplus to be allocated	1,419,504	1,438,074	975,893	1,068,878	1,202,974	1,327,030	1,430,593
Annual 2/3's allocation to Aspen Savings through 2014	946,336	958,716					
Annual surplus remaining after reimbursement of advances			-	274,285	902,230	1,063,983	1,430,593
plus reimbursement for $250,000 pedestrian crossing funding	36,542	29,147	184,311	-	-	-	
less 1/2 of advance to capital pool	(1,022,860)	-	-	-	-	-	
plus reimbursement of advance to capital pool	-	-	547,609	527,374	-	-	-
less Rubey Park funded from Aspen Savings	(204,216)	(650,000)	(3,900,000)				-
Savings Fund for Aspen Area	4,143,661	4,481,524	1,313,444	2,115,103	3,017,333	4,081,317	5,511,909

Advances from Aspen and Snowmass Village Savings Funds	Actual 2013	Budget 2014	Budget 2015	Plan 2016	Plan 2017	Plan 2018	Plan 2019
remaining balance to reimburse Snowmass Savings for advance to capital pool	1,074,983	1,074,983	831,010	563,790	263,047	-	-
remaining balance to reimburse Aspen Savings for advance to capital pool	1,074,983	1,074,983	527,374	-	-	-	-
remaining balance to reimburse Aspen Savings for 2011-12 $250,000 advance	213,458	184,311	-	-	-	-	-

Calculation of amount allocated to discretionary funding (N/A after 2014)	Actual 2013	Budget 2014
EOTC ANNUAL SURPLUS (after funding operations)	(1,342,747)	262,174
less annual 2/3's allocation to Aspen Savings through 2014	(946,336)	(958,716)
plus advance for capital projects pool	2,045,720	-
plus Rubey Park planning funded from Aspen Savings	204,216	650,000
plus summer no-fare bus service funded from Sowmass Village Savings	75,689	75,689
Remaining annual discretionary funding	36,542	29,147
less reimbursement to Aspen Savings for $250,000 ped crossing funding	(36,542)	(29,147)
Net annual discretionary funding after reimbursements	-	-
Cumulative remaining discretionary funding after reimbursements	-	-

MEMORANDUM

TO: Elected Officials Transportation Committee

FROM: Lynn Rumbaugh, City of Aspen Transportation Programs Manager

DATE: October 7, 2014

MEETING DATE: October 16, 2014

RE: Country Inn Taxi Program – 2015 Budget Request

PROGRAM BACKGROUND:

The Country Inn taxi service program was implemented by the EOTC in 2001 to address bus stop safety issues faced by residents at this senior-priority housing complex. The lack of a traffic signal, crosswalk or median at this location along Highway 82 makes it unsafe for Country Inn residents to use transit for down valley trips, or for return trips from Aspen. The EOTC implemented this taxi program in lieu of funding the construction of a highway underpass.

The Country Inn taxi program allows residents to use a taxi when their travel would otherwise require the crossing of Highway 82. Specifically, residents may take a taxi from downtown Aspen to the Country Inn or from the Country Inn down valley as far as the Brush Creek Intercept Lot. The typical trip involves a resident taking the bus to Aspen and using a taxi for the return trip.

This program is typically well-utilized and appreciated by Country Inn residents. The program averages approximately 40 trips per month. Staff estimates that approximately $9,000 will be spent by year's end for taxi rides. Additional program costs include the printing of taxi vouchers as well as periodic educational materials.

Alternatives to providing this service include the construction of an under/overpass or the implementation of dedicated bus service. The City's Burlingame/Hwy 82 bus service does not present a viable alternative due to its limited schedule, as well as the operational constraints of entering and exiting the Country Inn facility without the assistance of a traffic signal.

2015 BUDGET REQUEST:

Staff requests that the EOTC continue to fund Country Inn taxi service in 2015. Based on previous year's expenses staff recommends budgeting $10,000.00 for taxi services, vouchers and other materials. Management of this program by City of Aspen staff will continue to be provided in-kind.

ASPEN SNOWMASS
ASPEN SKIING COMPANY

To: **Elected Officials Transportation Committee**

From: Aspen Skiing Company

Cc: Dan Blankenship, John Hocker, and Kent Blackme

Date: October 7, 2014

Re: 2014 X Games Aspen Funding Request

2015 X Games Aspen/Snowmass

Thanks to the continued support of the local community, EOTC and our local municipalities ASC has secured an X Games extension for another five years, which will make Aspen/Snowmass the home of X for an incredible 18 consecutive years! X Games returns to Aspen/Snowmass this January 22-25, 2015.

The 2014 event was another record breaking year, selling out hotel rooms valley wide, garnering increased TV and web viewership (Saturday's ABC telecast was up 30% and total viewership was 33.4MM for the event), and setting yet another single-day attendance record on Saturday January 25th of 48,000. Overall attendance at Buttermilk was down slightly to 2013 (108,700, or 5,800 fewer than the previous record year), but with the addition of 7,500 in attendance at the concerts in Wagner Park we likely transported more attendees than ever before.

We continue to effectively, safely and efficiently transport guests from the Intercept Lot, Aspen and Snowmass simultaneously to and from Buttermilk. Even with the added element of a mass egress from Buttermilk to Aspen during the concerts we were able to manage the max wait time to no longer than 30 minutes. We brought in more busses from the private transportation companies and teamed up with Town of Snowmass Village to provide additional service during these times to reduce wait times and keep the queue moving which helped keep the Buttermilk area as the main and most secure point of departure from the Games.

With the new five year agreement ESPN is looking to create more of a festival atmosphere with their events, setting the stage for potential growth in programming, but also coverage, TV viewership and digital media consumption. Plans for 2015 include the return of a few sport disciplines, a gaming element and scheduling concerts in between event programing at Buttermilk.

During the bid process we discussed the desire to increase local jurisdictional support, including EOTC funding, by 15% annually, and to keep that number flat for all five years of this extension. We were given preliminary go ahead to continue our discussions toward an extension, and asked to return this fall for formal approval. **At this time we would like to request and confirm $115,000 funding support for the 2015 event and look to have this as a placeholder in the EOTC budget through the 2019 event.** Again, this request represents a 15% increase over the amount EOTC has provided for the past several years and will contribute to costs of providing the quality service the guests of our community and X Games have come to expect. We will again work with our transportation partners (RFTA, McDonald Transportation and Ramblin Express) to provide the best service possible.

Thank you for supporting the biggest winter action sports event on the planet. It embodies youth, vitality and progression, and it happens right here in our backyard. The amazing leaders, people and businesses of our valley have played a critical role in the development of this rapport with our partners at ESPN and are to be thanked. The cumulative support received from multiple sectors of the community make a compelling statement for this community's ability to collaborate around key initiatives and our mutual support for X, and we are proud to work together with everyone on this event.

Thank you for your continued support.

Buck Erickson & John Rigney
Aspen Skiing Company

MEMORANDUM

TO:	Elected Officials Transportation Committee (EOTC)
FR:	John D. Krueger, City of Aspen Blake Fitch, City of Aspen
DATE:	October 8, 2014
MEETING DATE:	October 16, 2014
RE:	Annual Brush Creek Park N Ride Lot Operating and Maintenance Budget

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2015 Budget Request:
The City of Aspen's Parking Department manages the parking area of the Brush Creek Park N Ride Lot for the EOTC per the Intergovernmental Agreement (IGA).

The forecast for the Brush Creek Park n Ride Lot operating and maintenance budget is $35,000 for 2014. The annual expense budget proposed for 2015 for the Brush Creek Park N Ride lot is $36,000. The budget includes snow removal, irrigation repair and servicing, landscaping, weed control, trash pick-up, and electricity. No cost for parking enforcement or management of the lot is included.

BRUSH CREEK PARK N RIDE			
BUDGET ITEMS	**2014 BUDGET**	**2014-FORECAST**	**2015-BUDGET**
ELECTRICITY	$ 1,500.00	$ 1,750.00	$ 1,800.00
SNOW REMOVAL	$ 15,000.00	$ 13,500.00	$ 14,000.00
TRASH REMOVAL	$ 7,500.00	$ 7,500.00	$ 7,500.00
IRRIGATION	$ 9,500.00	$ 10,500.00	$ 11,000.00
WEED CONTROL	$ 1,500.00	$ 1,750.00	$ 1,700.00
TOTAL EXPENSES	$ 35,000.00	$ 35,000.00	$ 36,000.00

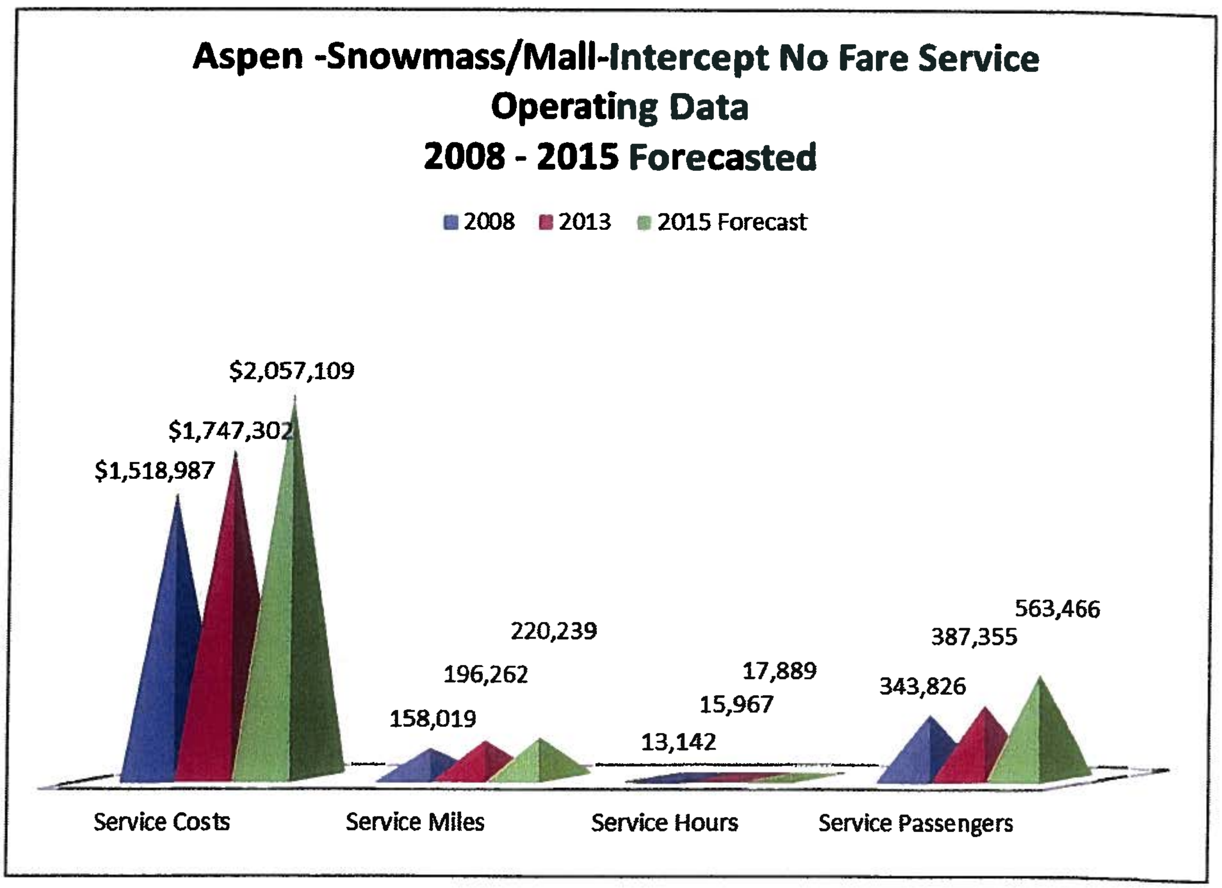
Roaring Fork Transportation Authority

MEMORANDUM

TO:	Elected Officials Transportation Committee
FROM:	Dan Blankenship, Chief Executive Officer
SUBJECT:	Request for Consideration of Increase in Aspen-Snowmass Free Fare Subsidy
DATE:	10/8/2014

Background:

RFTA is seeking a review of the EOTC contribution amount for the No Fare Aspen-Snowmass transit service. The EOTC contribution for the No-Fare service between Aspen and Snowmass Village has been essentially constant (i.e. $551,000 per year) since the service began in the winter of 2008-2009; however, as the chart below reflects, costs, miles/hours of service, and ridership have been increasing (most dramatically since 2013 through 2015 forecasted). Staff believes that it would be an appropriate time to discuss this issue with the EOTC, to determine whether it might be possible to increase the EOTC contribution for the No-Fare service by at least 13% in 2015.



It is important to note that the operating data above do not include approximately $1.45 million in additional Aspen-Snowmass transit service operating costs borne by the Aspen Skiing Company during the winter season, for services which transport approximately 350,000+ additional passengers each year. This is a value-added benefit to the Snowmass and Aspen communities.

Because demand is increasing on the No Fare service, RFTA has been increasing the level of service provided to reduce over-crowding on buses during peak periods. In addition, RFTA's cost for service is increasing due, in large part, to intensifying competition for employees; particularly Bus Operators who are needed in greater numbers in order to support higher service levels.

The chart below indicates the percentage of increase from 2008 through 2013 audited and 2015 forecasted for various performance indicators. The increases that are reflected provide benchmarks by which the amount of increase in the Aspen-Snowmass No Fare service could be estimated:

Potential Increase in EOTC No-Fare Subsidy if Based Upon Increases in Different Operating Data

Current Contract	Based On	2013	Contract Incr.	2015 Est.	Contract Incr.
$ 551,000	Cost	13%	$ 69,758	35.43%	$ 195,199
$ 551,000	Miles	24%	$ 133,350	39.38%	$ 216,956
$ 551,000	Hours	21%	$ 118,443	36.12%	$ 199,026
$ 551,000	Passengers	13%	$ 69,758	63.88%	$ 351,985

Because the most recent audited cost data is from 2013, and forecasts can vary from actual data, RFTA staff believes that the audited 2013 operating data should be used to calculate an adjustment in the EOTC Aspen- Snowmass No Fare subsidy. As a result, in 2015, based upon the increase in service cost from 2008 through 2013 audited, the increase in the No Fare subsidy would be approximately $69,758.

Going forward, RFTA recommends that a "true-up," using the most recent actual audited data, should be performed to make adjustments to the EOTC No Fare subsidy for the next budget year (i.e. 2014 audited data would be used to calculate the No Fare subsidy for 2016, and etc.) In addition, the "true-up" should be based on increases from the previous year's audited data. In other words, for 2016, the increase would be based upon the increase in costs from 2013 to 2014, and not from 2008 to 2014. This should help to keep the annual adjustments to more manageable annual increments.

If you have questions, I will attempt to answer them at the EOTC Meeting on October 16th.

Thank you.

MEMORANDUM

TO: Elected Officials Transportation Committee

FROM: John D. Krueger-City of Aspen

DATE: October 8, 2014

DATE OF MEETING: October 16, 2014

RE: Rubey Park Remodel Project – Funding Request

SUMMARY

The City of Aspen is providing the EOTC with an update on the Rubey Park remodel project and requesting $3.9 million in funding for this important project from the 2015 EOTC budget.

PROJECT TIMELINE

- In 2013, the EOTC funded the schematic design of the Rubey Park remodel which led to the approval of a 30% design concept.
- In 2013, the EOTC also funded the final design of Rubey Park.
- Aspen City Council recently approved the remodel of Rubey Park as an essential public facility via ordinance number 22 of 2014. The project will be through the land use process by the end of October.
- The project will go to bid in December. Project construction is scheduled to begin in April of 2015 and continue through the fall. Minor finishing work may occur in the spring of 2016.

BACKGROUND

The City of Aspen owns the Rubey Park Transit Center (Rubey Park) which serves as the terminal for all Aspen local services as well as the start/end point for the majority of RFTA's regional routes including fare-free service to/from Snowmass Village and BRT service. Rubey Park is leased to RFTA on an annual basis for the purpose of operating transit related activities such as bus staging, ticket sales and administration.

Built in the 1980's, the Rubey Park facility has deteriorated while growing ridership has resulted in activity levels that exceed the comfortable capacity of the facility. Recognizing these issues the City of Aspen, RFTA and the EOTC have actively supported and participated in the project's schematic and final design. The Rubey Park remodel project is recognized as vital at a State and Federal level as well, with grants in process from both the Federal Highway Administration (FHWA) and the Colorado Department of Transportation (CDOT). The remodel has been well-received by the public throughout an extensive outreach effort and received positive feedback from a peer review panel.

The EOTC-funded outreach and schematic design portion of the remodel project was completed between the spring and fall of 2013; on time and under budget. The EOTC-funded final design portion of this project, led by Studio B, is also progressing on time and on budget with plans scheduled to go to bid in early December of 2014. The project is currently proceeding through final design and received approvals from the Historic Preservation Commission (HPC), Planning and Zoning, and recently from City Council during the land use process. On October 15, the project will go to the HPC for final review. Due to the State and Federal grants associated with the project, it is imperative that a strict timeline be adhered to, with construction commencing in April 2015.

DISCUSSION

Project Funding

There are five partners helping to fund this project: the FHWA, CDOT, City of Aspen, RFTA and the EOTC. Committed funding for the project currently totals $4 million. An additional $3.9 million is needed to cover the total project costs.

Project Cost Estimation

The Rubey Park remodel project has undergone a cost estimation process by design team member Rider Levett Bucknall (RLB), a recognized expert in providing cost advisory services. RLB obtained cost data from market sources and used historical cost data from local projects to develop a total project cost at the 60% design level. RLB's estimation includes construction costs, owner's expenses, fees, escalations and contingencies for a total of $7.9 million.

The total project cost estimating process was extensive. However, it is important to note that construction prices statewide have been increasing at a fast pace and could become an issue as the project moves forward. To address this situation, the project budget includes a 7% contingency as well as a 2% escalation. Total project cost and funding sources are summarized below.

PROJECT FUNDING	
Committed Funding	
FHWA/FLAP Grant	$ 2,000,000
CDOT FASTER Grant	$ 1,000,000
City of Aspen	$ 500,000
RFTA	$ 500,000
Total Committed Funding	$ 4,000,000
Requested Funding-EOTC	$ 3,900,000
Total Project Funding	**$ 7,900,000**
ESTIMATED PROJECT COSTS	
Construction	$ 6,846,374
Owner Expenses	$ 482,856
Project Contingency 7%	$ 570,770
Total Estimated Project Cost	$ 7,900,000

As shown above, committed funding sources total approximately $4 million with an additional $3.9 million required based on the 60% design level estimate.

PROJECT FUNDING REQUEST

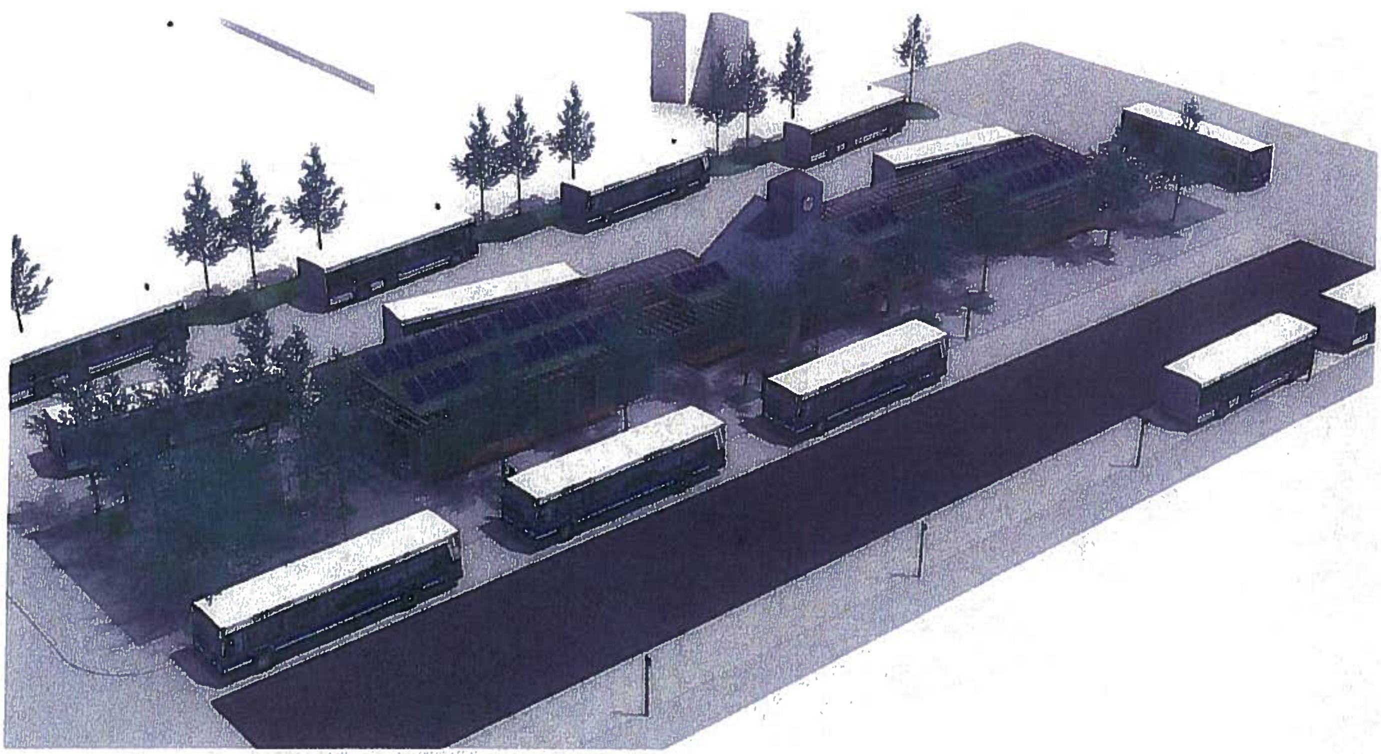
The City of Aspen requests that the EOTC allocate $3.9 million for the Rubey Park remodel project from the *Aspen Transportation Savings Fund.* The Aspen Transportation Savings Fund has replaced the former *ETA Lockbox* and is to be utilized for capital improvements to the Aspen transportation system. The Rubey Park remodel project is an excellent fit for this funding source for a number of reasons including:

- It is included as part of the Entrance to Aspen in the Record of Decision.
- It is a capital project rather than an operational request.
- It is a clear transit improvement for the entire Roaring Fork Valley.
- It serves up to 4-million riders annually.

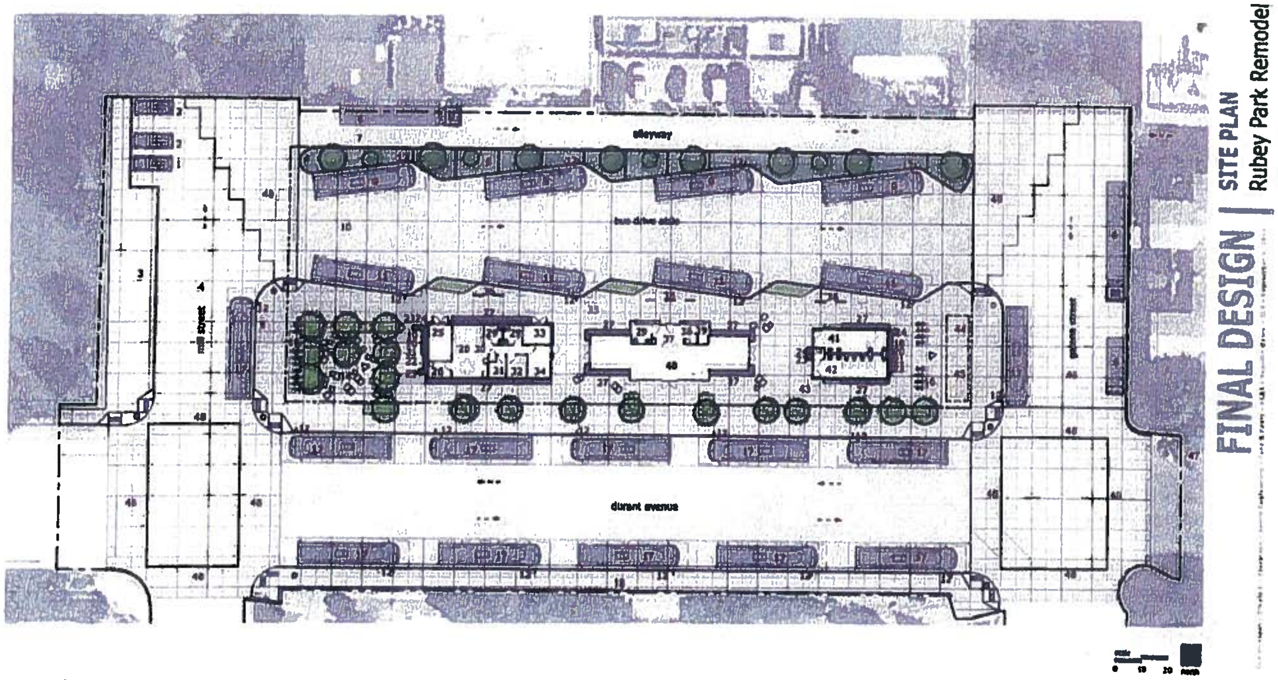
ATTACHMENTS

Attachment A: Rubey Park Remodel renderings and site plan

RUBEY PARK TRANSIT CENTER




TICKETS / INFORMATION



Key

1 official vehicle parking
2 ADA parking
3 Mill Street sidewalk improvements
4 Mill Street improvements
5 pedestrian sidewalk
6 commercial loading & unloading
7 alleyway
8 bio-retention area
9 bus layover berth
10 bus drive aisle
11 bus saw-tooth berth
12 bus berth signage
13 planting area
14 seating (uncovered)
15 pervious paving
16 bike racks
17 bus linear berth
18 Durant Street sidewalk improvements
19 newspaper kiosks
20 exterior real time signage
21 route map / schedule
22 Aspen wayfinding map
23 trash receptacles
24 recycling receptacles
25 operations trash / recycling storage
26 custodial / storage closet
27 seating (covered)
28 RFTA break lounge
29 RFTA staff restroom
30 communications closet
31 storage closet
32 RFTA office
33 mechanical room
34 entry / flexible space
35 bus rider waiting zones
36 leaning rails
37 RFTA ticketing & information
38 kitchenette
39 service closet
40 public waiting area
41 men's public restroom
42 women's public restroom
43 Aspen tap station
44 WeCycle station
45 ski / snowboard racks
46 Galena Street improvements
47 hotel shuttle / taxi loading & unloading
48 pedestrian crossing
- - - direction of travel