

# Elected Officials Transportation Committee (EOTC)

## AGENDA

**Thursday, March 18, 2010**  
*Council Chambers- Aspen City Hall*  
City of Aspen to Host and Chair Meeting

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- I. 4:00 - 4:10 REVIEW OF DECISIONS REACHED AT THE OCTOBER 15, 2009 MEETING (page 1)**  
John D. Krueger-City of Aspen
- II. 4:10 - 4:15 PUBIC COMMENT – Regarding any item not on the agenda**  
(Comments Limited to three minutes per person)
- III. 4:15 – 4:20 RECONFIRM FUTURE MEETING DATES (page 14)**
- June 3, 2010 Snowmass Village to Host and Chair Meeting
  - August 19, 2010 Pitkin County to Host and Chair Meeting
  - October 14, 2010 City of Aspen to Host and Chair Meeting
- IV. 4:20 – 4:30 2009-2010 BUDGET & MULTI-YEAR PLAN UPDATE (page 16)**  
Tom Oken, Pitkin County
- V. 4:30 – 5:30 CONTINUED FUNDING OF THE FREE FARE SERVICE BETWEEN ASPEN & SNOWMASS VILLAGE & WOODY CREEK (page 18)**  
David Peckler-Town of Snowmass Village
- VI. 5:30 – 5:45 BUS LANES UPDATE (page 42)**  
John D. Krueger, City of Aspen
- VII. 5:45 – 6:00 OTHER UPDATES**
- A. UPVALLEY TRANSPORTATION PLANNING (page 82)**  
G.R. Fielding, Pitkin County
  - B. X-GAMES UPDATE (page 84)**  
Ryan Miller, SKICO
  - C. BRUSH CREEK PARK N RIDE LEASE (verbal update)**  
John D. Krueger, City of Aspen
- VIII. 6:00 – 6:15 FUTURE MEETING AGENDA ITEMS**

**ELECTED OFFICIALS TRANSPORTATION COMMITTEE  
(EOTC) MEETING  
OCTOBER 15, 2009  
Aspen City Hall-Council Chambers**

**AGREEMENTS & DECISIONS REACHED**

**Elected Officials in Attendance:**

**Aspen -4**

Mick Ireland  
Derek Johnson  
Torre  
Steve Skadron

**Pitkin County - 5**

Jack Hatfield  
George Newman  
Rachel Richards  
Michael Owsley  
Patti Kay-Clapper

**TOSV -3**

John Wilkinson  
Reed Lewis  
Markey Butler

**Absent:**

Aspen:	Dwayne Romero
BOCC:	None
TOSV:	Arnie Mordkin, Bill Boineau, John Wilkinson (left early)

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**Agreements & Decisions Reached:**

**I. REVIEW OF DECISIONS REACHED AT THE OCTOBER 15, 2009 MEETING**

John D. Krueger-City of Aspen

The EOTC asked for language clarification regarding the future spending policy agreed to at the August 6, 2009 Retreat meeting. The new language will be included in the resolutions and ordinance approving the 2009/10 budget submitted to each member jurisdiction for final approval. The language will be “the parties decided to designate at least two-thirds of each year’s net bondable revenue to fund the Entrance to Aspen capital project with the remainder available to fund operations and discretionary projects.”

**II. PUBLIC COMMENT**

Toni Kronberg provided comments on the adopted mission statement and free fare bus service. She also expressed interest in bringing the proposed gondola system in front of the EOTC

**III. 2010 BUDGET**

Tom Oken-Pitkin County & John D, Krueger-City of Aspen

Tom provided a review of revenues and expenditure for 2009 and those proposed for 2010.

***Decisions Reached:***

Because of the current recession, the EOTC asked that an update on revenues and expenditures be provided at each meeting. The EOTC also requested that projected revenues be shown as a 0% increase for 2010 and 1.25% increase for out years. The EOTC approved the 2010 budget

revenues and expenditures as presented including funding for: use tax collection costs, Country Inn taxi services, X Games transit service, Brush Creek parking lot operating and maintenance costs, annual RFTA contribution, free fare bus service between Aspen and Snowmass Village through Apr 11, 2010, and free Woody Creek Shuttle service through April 11, 2010.

The EOTC **did not** approve funding for a consultant to perform a study of the free fare service between Aspen & Snowmass in the amount of \$11,300.

**2009 BUDGET SUMMARY**

TOTAL 2009 REVENUES \$4,149,000

TOTAL 2009 EXPENDITURES \$4,335,374

**2010 BUDGET SUMMARY**

TOTAL 2010 REVENUES \$4,139,800

TOTAL 2010 EXPENDITURES \$3,246,602

**VOTE:**

Aspen: 4-0 yes

Pitkin: 5-0 yes

TOSV: 1-0 yes

Subsequently, at their regular meetings Pitkin County (December 16, 2009) and the City of Aspen (January 11, 2010), approved by resolution, the 2009 and 2010 initial budget, including the designation of at least 2/3 of each year's net bondable revenue to fund the Entrance to Aspen capital project beginning in 2010 and the remaining annual revenue to be available to fund operations and discretionary projects. (See attached resolutions and budgets)

The Town of Snowmass at its March 1, 2010 meeting, did approve by resolution the 2009 and 2010 initial budget but, did not include the designation of 2/3 of each year's net bondable revenue to fund the Entrance to Aspen capital project beginning in 2010 and the remaining annual revenue to be available to fund operations and discretionary projects in its resolution. (See attached resolution and budget)

**IV. UPDATES**

**BRT-Dan Blankenship-RFTA**

Dan Blankenship provided a brief update on BRT including upcoming several Transit Workshops in various communities. The workshops will show station locations and preliminary station concepts, station branding, and environmental amenities.

**V. 2010 MEETING SCHEDULE**

John D. Krueger-City of Aspen

The EOTC agreed to four meeting dates for 2010.

- March 18, 2020 Aspen to Host & Chair
- June 3, 2010 TOSV to Host & Chair
- August 19, 2010 PITCO to Host & Chair
- October 14, 2010 Aspen to Host & Chair

**Attachments:** City of Aspen Resolution  
Pitkin County Resolution  
Town of Snowmass Village Resolution

RESOLUTION NO. \_\_\_\_\_  
SERIES OF 2010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ASPEN, COLORADO,  
APPROVING THE INITIAL 2010 BUDGET AND A REVISED 2009 BUDGET FOR THE  
PITKIN COUNTY 1/2 CENT TRANSIT SALES AND USE TAX

WHEREAS, the Aspen City Council, the Pitkin County Board of County Commissioners and the Town Council of Snowmass Village (the "Parties") have previously identified general elements of their Comprehensive Valley Transportation Plan (the "Plan") which are eligible for funding from the Pitkin County one-half cent transit sales and use tax; and

WHEREAS, by intergovernmental agreement dated September 14, 1993, the Parties agreed:

- a. to conduct regular public meetings as the Elected Officials Transit Committee ("EOTC") to continue to refine and agree upon proposed projects and transportation elements consistent with or complimentary to the Plan; and
- b. that all expenditures and projects to be funded from the County-wide one-half cent transit sales and use tax shall be agreed upon by the Parties and evidenced by a resolution adopted by the governing body of each party; and

WHEREAS, at the EOTC meeting held on October 15, 2009, the Parties considered and approved the attached initial 2010 budget for the Pitkin County one-half cent transit sales and use tax; and

WHEREAS, at EOTC meetings held on April 6, August 6, and October 15, 2009, the Parties considered and approved the attached revised 2009 budget for the Pitkin County one-half cent transit sales and use tax which extends funding through the end of the year for no-fare Aspen-Snowmass bus service; and

WHEREAS, at the EOTC meeting held on August 6, 2009, the Parties decided to designate at least two-thirds of each year's net bondable revenue to fund the Entrance-to-Aspen capital project with the remainder available to fund operations and discretionary projects; and

WHEREAS, the City of Aspen wishes to ratify the approvals given at the EOTC meetings by adoption of this resolution.

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Aspen, Colorado, that the attached initial 2010 budget and revised 2009 budget for the one-half cent transit sales and use tax are hereby approved as summarized below:

<b>Total 2009 Revenues</b>	<b>\$4,149,000</b>
<b>Total 2009 Expenditures</b>	<b>\$4,335,374</b>
<b>Total 2010 Revenues</b>	<b>\$4,139,800</b>
<b>Total 2010 Expenditures</b>	<b>\$3,246,602</b>

AND BE IT FURTHER RESOLVED that at least two-thirds of each year's net bondable revenue be designated to fund the Entrance-to-Aspen capital project. "Net bondable revenue" is defined as the sum of the annual proceeds from the ½% transit sales and use tax minus the 81.04% of the ½% sales tax that is contributed to RFTA. This annual dedication to the Entrance-to-Aspen shall begin in 2010. The remaining annual revenue shall be available to fund operations and discretionary projects. Any undesignated surplus fund balance at the end of 2009 and future years shall also be designated to fund the Entrance-to-Aspen.

RESOLVED, APPROVED, AND ADOPTED this 11th day of January, 2010, by the City Council for the City of Aspen, Colorado.

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Michael C. Ireland, Mayor

I, Kathryn S. Koch, duly appointed and acting City Clerk, do certify that the foregoing is a true and accurate copy of that resolution adopted by the City Council of the City of Aspen, Colorado, at a meeting held January 11, 2010.

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Kathryn S. Koch, City Clerk

2009 - 2010 Budget and Multi-year Plan

**EOTC Transit Project Funding**

	Budget 2009	Budget 2010	Plan 2011	Plan 2012	Plan 2013	Plan 2014
<b>FUNDING SOURCES:</b>						
a) Pitkin County 1/2% sales tax	3,349,000	3,349,000	3,399,000	3,450,000	3,502,000	3,555,000
b) Pitkin County 1/2% use tax	626,000	689,000	723,000	759,000	797,000	837,000
c) Investment income & misc.	174,000	101,800	255,800	455,800	645,800	739,800
<b>Total Funding Sources</b>	<b>4,149,000</b>	<b>4,139,800</b>	<b>4,377,800</b>	<b>4,664,800</b>	<b>4,944,800</b>	<b>5,131,800</b>
<b>FUNDING USES:</b>						
1) Use tax collection costs	113,878	126,549	132,876	139,520	146,496	153,821
2) Project design, mgmt, & admin	32,773	34,192	35,902	37,697	39,582	41,561
3) Bus stop safety imprvs / cab ride in-lieu	10,500	11,500	11,788	12,082	12,384	12,694
4) X-Games transit subsidy	50,000	50,000	50,000	50,000		
5) Brush Creek parking expansion						
6) Brush Creek parking expansion - annual operating costs	30,000	25,000	26,000	27,040	28,122	29,246
7) Snowmass Village transit improvements (\$6.5 million total)						
8) RFTA contribution (81.04% of 1/2% sales tax)	2,714,030	2,714,030	2,754,550	2,795,880	2,838,021	2,880,972
9) Buttermilk to Roundabout bus lanes, construction	934,799					6,430,165
10) No-fare Aspen-Snowmass bus service (11/23/08-4/12/09)	186,744					
11) No-fare Aspen-Snowmass bus service (4/13/09-6/14/09)	44,012					
12) No-fare Aspen-Snowmass bus service (6/15/09-9/30/09)	79,365					
13) No-fare Aspen-Snowmass bus service (10/1/09-4/11/10)	118,843	282,721				
14) No-fare Aspen-Snowmass bus service study	20,000					
15) No-fare Woody Creek bus service (Nov 2009 - 4/11/10)	430	2,610				
Total Uses	4,335,374	3,246,602	3,011,116	3,062,219	3,064,605	9,548,459
<b>EOTC ANNUAL SURPLUS/(DEFICIT)</b>	<b>(186,374)</b>	<b>893,198</b>	<b>1,366,684</b>	<b>1,602,581</b>	<b>1,880,195</b>	<b>(4,416,659)</b>
<b>EOTC CUMULATIVE SURPLUS/(DEFICIT) FUND BALANCE</b>	<b>8,778,047</b>	<b>9,671,245</b>	<b>11,037,929</b>	<b>12,640,510</b>	<b>14,520,706</b>	<b>10,104,047</b>
Revenue projections:						
a) sales tax	-17.0%	0.0%	1.5%	1.5%	1.5%	1.5%
b) use tax	-35.0%	10.0%	5.0%	5.0%	5.0%	5.0%
c) investment earnings rate	1.8%	1.0%	2.5%	4.0%	5.0%	5.0%
<b>FUND BALANCE DESIGNATIONS</b>						
Fund balance designated for Snowmass Village transit improvements	6,430,165	6,430,165	6,430,165	6,430,165	6,430,165	-
Annual 2/3's allocation to Entrance-to-Aspen		882,647	911,633	942,080	973,986	1,007,352
Fund balance designated for Entrance-to-Aspen	2,347,882	3,230,529	4,142,162	5,084,242	6,058,228	7,065,580
Remaining annual discretionary funding		10,551	455,051	660,501	906,209	1,006,154
Calculation of amount allocated to Entrance -to-Aspen and to discretionary funding						
Pitkin County 1/2% sales tax		3,349,000	3,399,000	3,450,000	3,502,000	3,555,000
Pitkin County 1/2% use tax		689,000	723,000	759,000	797,000	837,000
less RFTA contribution (81.04% of 1/2% sales tax)		(2,714,030)	(2,754,550)	(2,795,880)	(2,838,021)	(2,880,972)
Net revenue to be allocated		1,323,970	1,367,450	1,413,120	1,460,979	1,511,028
Annual 2/3's allocation to Entrance-to-Aspen		882,647	911,633	942,080	973,986	1,007,352
<b>EOTC ANNUAL SURPLUS (after funding operations)</b>		<b>893,198</b>	<b>1,366,684</b>	<b>1,602,581</b>	<b>1,880,195</b>	<b>2,013,506</b>
Remaining annual discretionary funding		10,551	455,051	660,501	906,209	1,006,154

**A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PITKIN COUNTY, COLORADO, APPROVING THE INITIAL 2010 BUDGET AND A REVISED 2009 BUDGET FOR THE 1/2 CENT TRANSIT SALES AND USE TAX FUND**

**RESOLUTION NO. \_\_\_\_\_-2009**

**RECITALS**

1. The Aspen City Council, the Pitkin County Board of County Commissioners and the Town Council of Snowmass Village (the "Parties") have previously identified general elements of their Comprehensive Valley Transportation Plan (the "Plan") which are eligible for funding from the Pitkin County one-half cent transit sales and use tax.

2. By intergovernmental agreement dated September 14, 1993, the Parties agreed:

- a. to conduct regular public meetings to continue to refine and agree upon proposed projects and transportation elements consistent with or complimentary to the Plan; and
- b. that all expenditures and projects to be funded from the County-wide one-half cent transit sales and use tax shall be agreed upon by the Parties and evidenced by a resolution adopted by the governing body of each party.

3. At the EOTC meeting held on October 15, 2009, the Parties considered and approved the attached initial 2010 budget for the Pitkin County one-half cent transit sales and use tax.

4. At EOTC meetings held on April 6, August 6, and October 15, 2009, the Parties considered and approved the attached revised 2009 budget for the Pitkin County one-half cent transit sales and use tax which extends funding through the end of the year for no-fare Aspen-Snowmass bus service.

5. At the EOTC meeting held on August 6, 2009, the Parties decided to designate at least two-thirds of each year's net bondable revenue to fund the Entrance-to-Aspen capital project with the remainder available to fund operations and discretionary projects.

6. By adoption of this resolution the Board of County Commissioners wishes to ratify the approvals given at the EOTC meetings.

**NOW THEREFORE BE IT RESOLVED** by the Board of County Commissioners of Pitkin County, Colorado, that the attached initial 2010 budget and revised 2009 budget for the one-half cent transit sales and use tax are hereby approved as summarized below:

<b>Total 2009 Revenues</b>	<b>\$4,149,000</b>
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<b>Total 2010 Revenues</b>	<b>\$4,139,800</b>

**Total 2010 Expenditures**

**\$3,246,602**

**AND BE IT FURTHER RESOLVED** that at least two-thirds of each year's net bondable revenue be designated to fund the Entrance-to-Aspen capital project. "Net bondable revenue" is defined as the sum of the annual proceeds from the ½% transit sales and use tax minus the 81.04% of the ½% sales tax that is contributed to RFTA. This annual dedication to the Entrance-to-Aspen shall begin in 2010. The remaining annual revenue shall be available to fund operations and discretionary projects. Any undesignated surplus fund balance at the end of 2009 and future years shall also be designated to fund the Entrance-to-Aspen.

INTRODUCED, READ AND ADOPTED ON DECEMBER 16, 2009.

**ATTEST:**

**BOARD OF COUNTY COMMISSIONERS  
OF PITKIN COUNTY, COLORADO**

\_\_\_\_\_  
**Jeanette Jones**  
**Deputy County Clerk**

**By:** \_\_\_\_\_  
**Patti Kay-Clapper, Chair**

**Date:** \_\_\_\_\_

**MANAGER APPROVAL:**

\_\_\_\_\_  
**Hilary Fletcher**  
**County Manager**

2009 - 2010 Budget and Multi-year Plan

EOTC Transit Project Funding						
	Budget 2009	Budget 2010	Plan 2011	Plan 2012	Plan 2013	Plan 2014
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<b>EOTC ANNUAL SURPLUS/(DEFICIT)</b>	<b>(186,374)</b>	<b>893,198</b>	<b>1,366,684</b>	<b>1,602,581</b>	<b>1,880,195</b>	<b>(4,416,659)</b>
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Remaining annual discretionary funding	10,551	10,551	455,051	660,501	906,209	1,006,154
<b>Calculation of amount allocated to Entrance-to-Aspen and to discretionary funding</b>						
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Annual 2/3's allocation to Entrance-to-Aspen	882,647	882,647	911,633	942,080	973,986	1,007,352
<b>EOTC ANNUAL SURPLUS (after funding operations)</b>	<b>893,198</b>	<b>893,198</b>	<b>1,366,684</b>	<b>1,602,581</b>	<b>1,880,195</b>	<b>2,013,506</b>
Remaining annual discretionary funding	10,551	10,551	455,051	660,501	906,209	1,006,154

**TOWN OF SNOWMASS VILLAGE**

**RESOLUTION NO. 13  
SERIES OF 2010**

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF SNOWMASS VILLAGE,  
COLORADO, APPROVING THE INITIAL 2010 BUDGET AND A REVISED 2009  
BUDGET FOR THE PITKIN COUNTY 1/2 CENT TRANSIT SALES AND USE TAX**

WHEREAS, the Town Council of Snowmass Village, the Aspen City Council and the Pitkin County Board of County Commissioners (the "Parties") have previously identified general elements of their Comprehensive Valley Transportation Plan (the "Plan") which are eligible for funding from the Pitkin County one-half cent transit sales and use tax; and

WHEREAS, by intergovernmental agreement dated September 14, 1993, the Parties agreed:

- a. To conduct regular public meetings to continue to refine and agree upon proposed projects and transportation elements consistent with or complimentary to the Plan; and
- b. That all expenditures and projects to be funded from the County-wide one-half cent transit sales and use tax shall be agreed upon by the Parties and evidenced by a resolution adopted by the governing body of each party; and

WHEREAS, at the EOTC meeting held on October 15, 2009, the Parties considered and approved the attached initial 2010 budget for the Pitkin County one-half cent transit sales and use tax; and

WHEREAS, at EOTC meetings held on April 6, August 6, and October 15, 2009, the Parties considered and approved the attached revised 2009 budget for the Pitkin County one-half cent transit sales and use tax which extends funding through the end of 2009 for no-fare Aspen-Snowmass bus service; and

WHEREAS, the Town of Snowmass Village Council desires to ratify the approvals given at the EOTC meetings by adoption of this resolution.

NOW THEREFORE BE IT RESOLVED by the Town Council of the Town of Snowmass Village, Colorado, that the attached initial 2010 budget and revised 2009 budget for the one-half cent transit sales and use tax are hereby approved as summarized below:

<b>Total 2009 Revenues</b>	<b>\$4,149,000</b>
<b>Total 2009 Expenditures</b>	<b>\$4,335,374</b>
<b>Total 2010 Revenues</b>	<b>\$4,139,800</b>
<b>Total 2010 Expenditures</b>	<b>\$3,246,602</b>

READ, APPROVED, AND ADOPTED by the Town Council of the Town of Snowmass Village, Colorado on the 1st of March, 2010 upon a motion made by Council Member \_\_\_\_\_, the second of Council Member \_\_\_\_\_, and upon a vote of \_\_\_\_\_ in favor and \_\_\_\_\_ opposed.

TOWN OF SNOWMASS VILLAGE

\_\_\_\_\_  
Bill Boineau, Mayor

APPROVED AS TO FORM

\_\_\_\_\_  
John Dresser, Town Attorney

ATTEST:

\_\_\_\_\_  
Rhonda Coxan, Town Clerk





# EOTC MEETING DATES

## Calendar for year 2010 (United States)

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### Holidays and Observances:

<p><b>Jan 1</b> New Year's Day</p> <p><b>Jan 18</b> Martin Luther King Day</p> <p><b>Feb 14</b> Valentine's Day</p> <p><b>Feb 15</b> Presidents' Day</p> <p><b>Apr 4</b> Easter Sunday</p> <p><b>May 9</b> Mother's Day</p> <p><b>May 31</b> Memorial Day</p>	<p><b>Jun 20</b> Father's Day</p> <p><b>Jul 4</b> Independence Day</p> <p><b>Jul 5</b> 'Independence Day' observed</p> <p><b>Sep 6</b> Labor Day</p> <p><b>Oct 11</b> Columbus Day (Most regions)</p> <p><b>Oct 31</b> Halloween</p> <p><b>Nov 2</b> Election Day</p>	<p><b>Nov 11</b> Veterans Day</p> <p><b>Nov 25</b> Thanksgiving Day</p> <p><b>Dec 24</b> 'Christmas Day' observed</p> <p><b>Dec 24</b> Christmas Eve</p> <p><b>Dec 25</b> Christmas Day</p> <p><b>Dec 31</b> 'New Year's Day' observed</p>
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Calendar generated on [www.timeanddate.com/calendar](http://www.timeanddate.com/calendar)



EOTC Transit Project Funding		Budget	Actual/ Estimate	Budget	Plan	Plan	Plan	Plan	Plan
		2009	2009	2010	2011	2012	2013	2014	2014
<b>FUNDING SOURCES:</b>									
a) Pitkin County 1/2% sales tax		3,349,000	3,371,170	3,349,000	3,399,000	3,450,000	3,502,000	3,555,000	
b) Pitkin County 1/2% use tax		626,000	959,004	689,000	723,000	759,000	797,000	837,000	
c) Investment income & misc.		174,000	174,000	101,800	263,800	468,800	662,800	757,800	
<b>Total Funding Sources</b>		<b>4,149,000</b>	<b>4,504,174</b>	<b>4,139,800</b>	<b>4,385,800</b>	<b>4,677,800</b>	<b>4,961,800</b>	<b>5,149,800</b>	
<b>FUNDING USES:</b>									
1) Use tax collection costs		113,878	141,900	126,549	132,876	139,520	146,496	153,821	
2) Project design, mgmt, & admin		32,773	35,015	34,192	35,902	37,897	39,582	41,561	
3) Bus stop safety imprvs / cab ride in-ileu		10,500	7,804	11,500	11,788	12,082	12,384	12,694	
4) X-Games transit subsidy		50,000	50,000	50,000	50,000	50,000	50,000	50,000	
5) Brush Creek parking expansion		30,000	15,070	25,000	26,000	27,040	28,122	29,246	
6) Brush Creek parking expansion - annual operating costs									
7) Snowmass Village transit improvements (\$6.5 million total)									
8) RFTA contribution (81.04% of 1/2% sales tax)		2,714,030	2,731,996	2,714,030	2,754,550	2,795,880	2,838,021	2,880,972	
9) Buttermilk to Roundabout bus lanes, construction		934,799	538,779	396,020	carryover from '09				
10) No-fare Aspen-Snowmass bus service (11/23/08-4/12/09)		186,744	186,748						
11) No-fare Aspen-Snowmass bus service (4/13/09-6/14/09)		44,012	44,012						
12) No-fare Aspen-Snowmass bus service (6/15/09-9/30/09)		79,365	79,365						
13) No-fare Aspen-Snowmass bus service (10/1/09-4/11/10)		118,843	118,843	282,721					
14) No-fare Aspen-Snowmass bus service study		20,000	17,617						
15) No-fare Woody Creek bus service (Nov 2009 - 4/11/10)		430	2,610						
<b>Total Uses</b>		<b>4,335,374</b>	<b>3,967,148</b>	<b>3,642,622</b>	<b>3,011,116</b>	<b>3,062,219</b>	<b>3,064,605</b>	<b>9,548,459</b>	
<b>EOTC ANNUAL SURPLUS/(DEFICIT)</b>		<b>(186,374)</b>	<b>537,026</b>	<b>497,178</b>	<b>1,374,684</b>	<b>1,615,581</b>	<b>1,897,195</b>	<b>(4,398,659)</b>	
<b>EOTC CUMULATIVE SURPLUS/(DEFICIT) FUND BALANCE</b>		<b>8,778,047</b>	<b>9,501,447</b>	<b>9,998,625</b>	<b>11,373,309</b>	<b>12,988,890</b>	<b>14,886,085</b>	<b>10,487,426</b>	
Revenue projections:									
a) sales tax		-17.0%	-16.4%	0.0%	1.5%	1.5%	1.5%	1.5%	
b) use tax		-35.0%		-0.7% based on 2009 actual	5.0%	5.0%	5.0%	5.0%	
c) investment earnings rate		1.8%		-28.2% based on 2009 actual	2.5%	4.0%	5.0%	5.0%	
<b>FUND BALANCE DESIGNATIONS</b>									
Fund balance designated for Snowmass Village transit improvements		6,430,165	6,430,165	6,430,165	6,430,165	6,430,165	6,430,165	-	
Fund balance designated for budget carry-overs			396,020						
Annual 2/3's allocation to Entrance-to-Aspen				882,647	911,633	942,080	973,986	1,007,352	
Fund balance designated for Entrance-to-Aspen		2,347,882	2,675,262	3,557,908	4,469,542	5,411,622	6,385,608	7,392,960	
Remaining annual discretionary funding				10,551	463,051	673,501	923,209	1,024,154	
Calculation of amount allocated to Entrance -to-Aspen and to discretionary funding									
Pitkin County 1/2% sales tax		3,349,000	3,399,000	3,349,000	3,399,000	3,450,000	3,502,000	3,555,000	
Pitkin County 1/2% use tax		689,000	723,000	723,000	723,000	759,000	797,000	837,000	
less RFTA contribution (81.04% of 1/2% sales tax)		(2,714,030)	(2,754,550)	(2,795,880)	(2,838,021)	(2,880,972)	(2,923,979)	(2,964,972)	
Net revenue to be allocated		1,323,970	1,367,450	1,367,450	1,367,450	1,413,120	1,460,979	1,511,028	
Annual 2/3's allocation to Entrance-to-Aspen		882,647	911,633	911,633	911,633	942,080	973,986	1,007,352	
Budget carry-overs			396,020						
<b>EOTC ANNUAL SURPLUS (after funding operations)</b>		<b>497,178</b>	<b>1,374,684</b>	<b>1,615,581</b>	<b>1,897,195</b>	<b>2,031,506</b>	<b>2,309,209</b>	<b>2,611,554</b>	
Remaining annual discretionary funding		10,551	463,051	673,501	923,209	1,024,154			

## MEMORANDUM

TO: Elected Officials Transportation Committee (EOTC)

FROM: David Peckler Transportation Director

DATE: March 18, 2010

SUBJECT: Reconsider Funding the Fare Subsidized Service Connecting Aspen & Snowmass Village

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### I. PURPOSE AND ACTIONS REQUESTED OF COUNCIL:

The Town of Snowmass Village (Town) respectfully requests that the Elected Officials Transportation Committee (EOTC) consider continuing funding for the replacement of fare revenues and increased operating costs of RFTA in providing fare subsidized transit service between Aspen, Snowmass Village and Woody Creek (FS Service). The Town is making this request based on the latest ridership data from RFTA and with the now available information on the EOTC annual surplus. Together the information warrants consideration of support for both the Entrance to Aspen (ETA) and the FS service. In review of the proposed EOTC budget the Town saw the opportunity to both designate reserves for the ETA and fund the FS Service by modifying the designation of funding for the ETA over the next three years. By using the following fractions for the designation to the ETA the FS Service can still be financed through the EOTC: 2010 =  $\frac{7}{8}$ , 2011 =  $\frac{1}{2}$ , 2012 =  $\frac{5}{8}$ , 2013 =  $\frac{2}{3}$ , and 2014 =  $\frac{2}{3}$ . The dedication of the funding for the FS Service does not significantly impact the bonding capacity for the ETA. To continue the FS Service through the rest of 2010 requires an appropriation of \$297,884 from the projected \$893,198 surplus in 2010.

### II. BACKGROUND:

The FS Service is currently financed through April 11, 2010 to cover Snowmass Village, Woody Creek and Aspen. The Town is asking to continue this subsidy based on the success of the FS Service as noted in the 2008 to 2009 RFTA ridership comparison (see Attachment A). The comparison shows that ridership on the Snowmass Village-to-Aspen direct service increased by a staggering 51.5% compared to a decline in the Highway 82 Corridor of 17.7%. RFTA projects the 2010 annual fare subsidy will cost \$582,790. This projection includes the fare increase that RFTA instituted and \$80,000 to cover increased service hours/miles for backup at the Intercept Lot for overloading (see Attachment B). This annual cost projection is now the baseline for FS Service into the future. At the EOTC retreat in August the factor of  $\frac{2}{3}$  of the available funding was proposed to be reserved for the remaining portion of the ETA (\$11.26 million for this project has been spent year-to-date). The Town would like to propose alternative factors that would preserve both the FS Service into the future as well as making contributions

to the ETA (see Attachment C). Alternative funding sources could not be found under the current economic conditions. Strengthening our competitive position in the overall market place should preserve or bring additional sales tax dollars to the upper valley. As noted by Mr. Warner in his power point presentation to the EOTC (see attached Warner Report) "broad based funding seems suitable." The benefits that the Town sees to the region from the FS Service are presented below.

### III. DISCUSSION ITEMS:

The ridership trends in the RFTA comparison report show that the FS Service has performed as projected in the Warner Report. The success of the FS Service in the worst of economic times demonstrates the public's positive perception and potential to support the traffic management goals in both the Aspen Area Community Plan and the Snowmass Village (SV) Comprehensive Plan. The Town believes there are many benefits that FS Service provides to the EOTC jurisdictions outside of traffic reduction:

- Preliminary comparison of 2008/2009 RFTA ridership shows a 51.5% increase in the SM-Aspen Direct service, a 17.8% decline in the Valley Service, and a 11.7% decline in the RFTA service overall (some of the decline may be in response to the RFTA fare increase). Ridership between SV, the Intercept lot and Aspen increased 4.07% overall. This confirms the potential ridership growth projected in the Warner Report.
- The increase in transit ridership between SV and Aspen projected in the regression analysis in the Warner Report points to environmental benefits for SV and Aspen. If only 40% of the increased ridership (overall percent with access to a car) ride the bus rather than drive between SV and Aspen, then 5.3 tons of CO2 emissions can be avoided in the winter season.
- 40% of the ridership that could move by car would represent an additional 65 cars searching for parking. Development of structured parking for 65 cars at today's costs would be \$3,250,000 not including the land costs.
- The success of the Free Skier Shuttle and free local services has created an environment where 71% of our visitors and 53% of our residents choose not to have a car. Integrating FS Service into the equation enhances our image as an auto free community and makes the alternatives in our vision statements more of a reality.
- The free movement between the communities enhances their market appeal. For example the Summit County bus service is free between Breckenridge, Keystone, Copper Mountain, and Arapahoe Basin. The "Power of Four" marketing plan of the Aspen Skiing Company uses the ski areas as a whole to be more competitive. Free and seamless transit service between the communities can strengthen our appeal as well. In the *Denver Post* article "10 Things We Love About Snowmass" (see Attachment D) the author begins his list of things with "Shuttle, Shuttle Everywhere ... They will get you where you need to go, usually for free." This unsolicited observation speaks volumes.

- The FS Service benefits both communities. The Warner Report observed that “broad based funding seems suitable.” It was speculated that “people stay in Snowmass a couple of extra hours after the lift closes.” However, the survey data is more accurate: “The biggest users during the non-ski hour period are people staying in Snowmass (Village) who dine out or shop in Aspen.” An economic study by SV confirms the data as well: “Most expenditures by Snowmass Village residents and guests occur in Aspen.” This can be as high as 60 cents of every retail or food and beverage dollar going to Aspen.
- Providing FS Service ensures the reduction of drunk drivers in both communities.
- Residents of deed restricted housing in both communities are key beneficiaries of the FS service. Their work and recreational mobility is greatly increase by FS service, and they are the users that can least afford the TDM pricing or fare increases.

## **V. NEXT STEPS / MAJOR MILESTONES**

FS Service is only funded until April 11, 2010. To continue the FS Service agreement must be made at this meeting. The potential designation for the Entrance to Aspen will be altered by the FS Service decision.

## **VI. ACTION REQUESTED OF EOTC**

The Town is proposing a modified budget to be approved as an amendment that provides funding for the fare subsidized bus service between Aspen, Snowmass Village and Woody Creek as well as provides a designated surplus for the Entrance to Aspen project with 7/16, 1/2, 5/8, 2/3 & 2/3 allocations in the respective years (see Attachment C).

Attachment A - 2008 to 2009 RFTA Ridership Comparison  
 Attachment B – 2010 RFTA Fare Subsidy Cost Projection  
 Attachment C – Proposed Revision to 2010 EOTC Budget  
 Attachment D – *Denver Post* Article  
 Attachment – Warner Report Power Point Presentation

## RFTA 2008/2009 YEAR-END RIDERSHIP COMPARISON REPORT

2008 DAYS WITH LEAP YEAR	366
2008 DAYS WINTER W LEAP YEAR	139
2009 DAYS	365
2009 DAYS WINTER	138

	<u>2008</u>	<u>2009</u>	<u>% VARI</u>	<u>2008</u> <u>AVERAGE DAILY</u>	<u>2009</u> <u>AVERAGE DAILY</u>	<u>% VARI</u>
<b>I. CITY OF ASPEN</b>						
YEAR ROUND ASPEN	957,182	902,293	-5.73%	2,615	2,472	-5.48%
SEASONAL ASPEN	238,529	192,077	-19.47%			
<b>TOTAL CITY OF ASPEN</b>	<b>1,195,711</b>	<b>1,094,370</b>	<b>-8.48%</b>	<b>3,267</b>	<b>2,998</b>	<b>-8.22%</b>
<b>II. VALLEY SERVICE ONLY</b>				<b>DAILY</b> <b>2008</b>	<b>DAILY</b> <b>2009</b>	<b>% VARI</b>
HWY 82 CORRIDOR	1,824,622	1,500,874	-17.74%	4,985	4,112	-17.52%
SM-DV	65,036	52,019	-20.02%	178	143	-19.80%
WOODY CREEK	8,199	6,636	-19.06%	22	18	-18.84%
<b>TOTAL VALLEY ONLY</b>	<b>1,897,857</b>	<b>1,559,529</b>	<b>-17.83%</b>	<b>5,185</b>	<b>4,273</b>	<b>-17.60%</b>
<b>III. SNOW VLG-INTECEPT-ASPEN</b>				<b>DAILY</b> <b>2008</b>	<b>DAILY</b> <b>2009</b>	<b>% VARI</b>
SM-INTERCEPT	102,181	138,669	35.71%			
TOSV/BC&82 NO SUMMER IN '09	115,363	51,208	-55.61%			
SUB-TOTAL	217,544	189,877	-12.72%	594	520	-12.48%
SM-ASPEN DIRECT	126,282	191,372	51.54%	909	1,387	52.64%
SKI CO SNOW	332,169	295,872	-10.93%	2,390	2,144	-10.28%
<b>TOTAL SEASONAL SNOW VLG</b>	<b>675,995</b>	<b>677,121</b>	<b>0.17%</b>	<b>3,893</b>	<b>4,051</b>	<b>4.07%</b>
<b>AVERAGE DAILY TOTAL</b>				<b>1,847</b>	<b>1,855</b>	<b>0.44%</b>
<b>IV. GRAND HOGBACK &amp; RIDEGLENWOOD</b>				<b>DAILY</b> <b>2008</b>	<b>DAILY</b> <b>2009</b>	<b>% VARI</b>
RIFLE-GLENWOOD	105,459	89,391	-15.24%	288	245	-15.00%
<b>V. OTHER</b>				<b>DAILY</b> <b>2008</b>	<b>DAILY</b> <b>2009</b>	<b>% VARI</b>
SKI CO LESS SNOW VLG	229,809	202,567	-11.85%	1,653	1,468	-11.22%
RIDE GLENWOOD	526,710	453,233	-13.95%	1,439	1,242	-13.71%
MAA TO SENIOR VAN	222,184	210,195	-5.40%	607	576	-5.14%
<b>TOTAL OTHER</b>	<b>978,703</b>	<b>865,995</b>	<b>-11.52%</b>	<b>3,699</b>	<b>3,285</b>	<b>-11.19%</b>
<b>GRAND TOTAL</b>	<b>4,853,725</b>	<b>4,286,406</b>	<b>-11.69%</b>	<b>13,262</b>	<b>11,744</b>	<b>-11.45%</b>

**ATTACHMENT B**

**2010 FREE ASPEN-SNOW VLG-WOODY CRK FREE SERVICE COST ESTIMATE**

**2009  
PASS/DAY**

	<b>SEASON</b>	<b># DAYS</b>	<b>COST/DAY</b>	<b>COST/SEASON</b>	
1	1ST WINTER	101	\$ 2,188	\$ 223,637	
2	SPRING	56	\$ 862	\$ 48,295	378.9
3	SUMMER	92	\$ 862	\$ 80,331	961.2
4	FALL	79	\$ 862	\$ 68,130	429.1
5	2ND WINTER	37	\$ 2,215	\$ 82,396	
6	<b>TOTAL</b>	<b>365</b>	<b>N/A</b>	<b>\$502,790</b>	
7	Additional Back-up Service Estimate			\$ 80,000	
8	<b>Total Annual Cost</b>			<b>582,790</b>	1,855.1
9	Winter Season Only			\$ 306,034	
10	Additional Back-up Service			\$ 80,000	
11	<b>Winter Season Only</b>			<b>\$ 386,034</b>	
12	Summer Season Only			\$ 80,331	
13	<b>Winter &amp; Summer Seasons Only</b>			<b>\$ 466,365</b>	
14	Spring & Fall Only			\$ 116,425	

2009 - 2010 Budget and Multi-year Plan

ATTACHMENT C

<b>EOTC Transit Project Funding</b>						
<b>* FUNDING FARE SUBSIDIZED SERVICE</b>						
	Budget 2009	Budget 2010	Plan 2011	Plan 2012	Plan 2013	Plan 2014
<b>FUNDING SOURCES:</b>						
a) Pitkin County 1/2% sales tax	3,349,000	3,349,000	3,399,000	3,450,000	3,502,000	3,555,000
b) Pitkin County 1/2% use tax	626,000	689,000	723,000	759,000	797,000	837,000
c) Investment income & misc.	174,000	101,800	247,800	418,800	565,800	621,800
<b>Total Funding Sources</b>	<b>4,149,000</b>	<b>4,139,800</b>	<b>4,369,800</b>	<b>4,627,800</b>	<b>4,864,800</b>	<b>5,013,800</b>
<b>FUNDING USES:</b>						
1) Use tax collection costs	113,878	126,549	132,876	139,520	146,496	153,821
2) Project design, mgmt, & admin	32,773	34,192	35,902	37,697	39,582	41,561
3) Bus stop safety imprvs / cab ride in-lieu	10,500	11,500	11,788	12,082	12,384	12,694
4) X-Games transit subsidy	50,000	50,000	50,000	50,000	50,000	50,000
5) Brush Creek parking expansion						
6) Brush Creek parking expansion - annual operating costs	30,000	25,000	26,000	27,040	28,122	29,246
7) Snowmass Village transit improvements (\$6.5 million total)						
8) RFTA contribution (81.04% of 1/2% sales tax)	2,714,030	2,714,030	2,754,550	2,795,880	2,838,021	2,880,972
9) Buttermilk to Roundabout bus lanes, construction	934,799					6,430,165
10) No-fare Aspen-Snowmass bus service (1/1/23/08-4/12/09)	186,744					
11) No-fare Aspen-Snowmass bus service (4/13/09-6/14/09)	44,012					
12) No-fare Aspen-Snowmass bus service (6/15/09-9/30/09)	79,365					
13) No-fare Aspen-Snowmass bus service (10/1/09-4/1/10)	118,843	578,761	607,699	638,084	669,988	703,488
14) No-fare Aspen-Snowmass bus service study	20,000					
15) No-fare Woody Creek bus service (Nov 2009 - 4/11/10)	430	4,029	4,230	4,442	4,664	4,897
<b>Total Uses</b>	<b>4,335,374</b>	<b>3,544,061</b>	<b>3,623,045</b>	<b>3,704,745</b>	<b>3,739,257</b>	<b>10,256,844</b>
<b>EOTC ANNUAL SURPLUS/(DEFICIT)</b>	<b>(186,374)</b>	<b>595,739</b>	<b>746,755</b>	<b>923,055</b>	<b>1,125,543</b>	<b>(5,243,044)</b>
<b>EOTC CUMULATIVE SURPLUS/(DEFICIT) FUND BALANCE</b>	<b>8,778,047</b>	<b>9,373,786</b>	<b>10,120,541</b>	<b>11,043,596</b>	<b>12,169,139</b>	<b>6,926,095</b>
<b>Revenue projections:</b>						
a) sales tax	-17.0%	0.0%	1.5%	1.5%	1.5%	1.5%
b) use tax	-35.0%	10.0%	5.0%	5.0%	5.0%	5.0%
c) investment earnings rate	1.8%	1.0%	2.5%	4.0%	5.0%	5.0%
<b>FUND BALANCE DESIGNATIONS</b>						
Fund balance designated for Snowmass Village transit improvements	6,430,165	6,430,165	6,430,165	6,430,165	6,430,165	-
<b>Annual E-T-A Allocation 7/16, 1/2, 5/8, 2/3, &amp; 2/3</b>	<b>579,237</b>	<b>683,725</b>	<b>683,725</b>	<b>883,200</b>	<b>973,986</b>	<b>1,007,352</b>
Fund balance designated for Entrance-to-Aspen	2,347,882	2,927,119	3,610,844	4,494,044	5,468,030	6,475,382
<b>Remaining annual discretionary funding</b>	<b>16,502</b>	<b>63,030</b>	<b>39,855</b>	<b>151,557</b>	<b>179,769</b>	
<b>Calculation of amount allocated to Entrance-to-Aspen and to discretionary funding</b>						
Pitkin County 1/2% sales tax	3,349,000	3,399,000	3,450,000	3,502,000	3,502,000	3,555,000
Pitkin County 1/2% use tax	689,000	723,000	723,000	759,000	797,000	837,000
less RFTA contribution (81.04% of 1/2% sales tax)	(2,714,030)	(2,754,550)	(2,795,880)	(2,838,021)	(2,880,972)	(2,880,972)
Net revenue to be allocated	1,323,970	1,367,450	1,413,120	1,460,979	1,511,028	1,511,028
<b>Annual E-T-A Allocation 7/16, 1/2, 5/8, 2/3, &amp; 2/3</b>	<b>579,237</b>	<b>683,725</b>	<b>683,725</b>	<b>883,200</b>	<b>973,986</b>	<b>1,007,352</b>
<b>EOTC ANNUAL SURPLUS (after funding operations)</b>	<b>595,739</b>	<b>746,755</b>	<b>923,055</b>	<b>1,125,543</b>	<b>1,187,121</b>	<b>1,187,121</b>
<b>Remaining annual discretionary funding</b>	<b>16,502</b>	<b>63,030</b>	<b>39,855</b>	<b>151,557</b>	<b>179,769</b>	

# 10 things we love about SNOWMASS

Nestled in the Roaring Fork Valley, Snowmass is famous for being family-friendly and slightly less fussy than its glitzier neighbor and ski partner, Aspen. With the most vertical to be had in the country (we're talking about a 4,406-foot drop) and 3,132 acres of well-varied terrain to explore, the ski area is nothing short of spectacular, but a wealth of other outdoor activities and plenty of cultural offerings help make it a destination for all. *Kyle Wagner*

## Shuttle, shuttle everywhere

This is how Snowmass rolls: They will get you where you need to go, usually for free. Most of the hotels will pick you up from the Aspen airport, and they often have around-town valets too. And then there's the free Village Shuttle running eight routes around the Mall and Snowmass Village from 6:35 a.m. to 11:20 p.m. daily (and later upon request in some sections); you rarely wait more than 10-15 minutes for one. In addition, there are free skier shuttles from 8 a.m. to 4:30 p.m. around the four ski areas — Aspen Mountain, Aspen Highlands, Buttermilk Mountain and Snowmass.

Don't want to make the drive from Denver? Check out the Gray Line shuttle from Denver International Airport to Snowmass or Aspen, which costs \$100 each way and takes four to five hours. It's the most comfortable, mindless way to get there imaginable (877-277-3690, [ridegrayline.com](http://ridegrayline.com)).

## Rooms, view for more than two

If you want to make families feel welcome at a ski area, you need to work it from the start. That's where Snowmass has it all over many ski areas, with its plethora of lodging options that feature kitchens, enormous pools and plenty of space. Check out places like the Villas at the Snowmass Club (0160 Snowmass Club Circle, 800-837-4255, [villasatsnowmassclub.com](http://villasatsnowmassclub.com)), with their fully stocked kitchens and tie-in to one of the best sets of pools in the state, or the Viceroy (130 Wood Road, 888-622-4567, [viceroyhotelsandresorts.com/snowmass](http://viceroyhotelsandresorts.com/snowmass)), a lovely blend of hotel/condo with a great restaurant, Eight K. And right next to the slopes in the Base Village: Capitol Peak Lodge and Hay-

den Lodge (877-682-7736, [stayaspensnowmass.com](http://stayaspensnowmass.com)) are just-built, spacious ski-in/ski-out condos with hot tubs and outdoor heated pools and underground parking.

## A real play place for kids

If your kids can't find something fun to do in 25,000 square feet at the Treehouse Kids Adventure Center in Snowmass Village, they aren't really kids. From ages 8 weeks and up, your young 'un is welcome to explore the elaborate rooms, which are divided by age-appropriate activities and themes and run by people who truly enjoy working and playing with kids. For the older set, there are movie nights and Guitar Hero-pizza parties. Prices are reasonable, and they will help arrange for ski/snowboard lessons and meals for an extra charge (intersection of Fanny Hill lifts, Base Village, 970-923-8733, [treehousekidsclub.com](http://treehousekidsclub.com)).

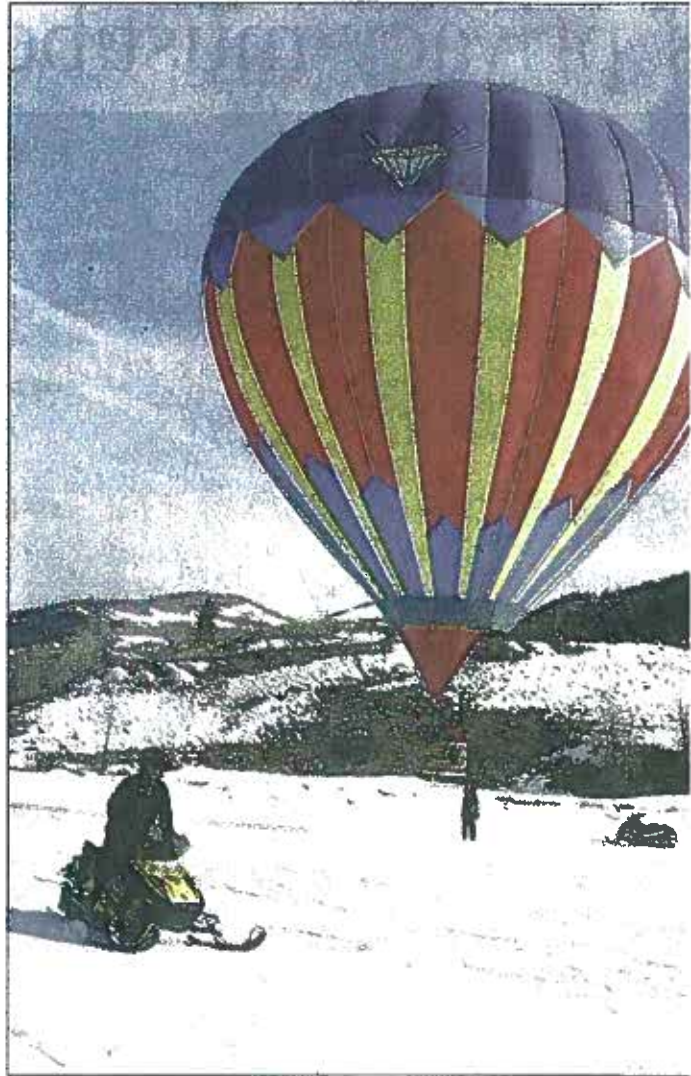


The Fox Den at the Treehouse Kids' Adventure Center.

*Aspen Skiing Co.*

## Up in the air, indeed

You might think of hot air ballooning as only a fair-weather friend, but you'd be wrong. You can head out year-round in the valley with the only ones that offer it through the



Above It All Balloon Co. takes thrill-seekers up to 2,500 feet for a panoramic view of the valley most mornings at sunrise. *Above It All*

winter (just not in a blizzard), the Above It All Balloon Co. At sunrise each morning at the Snowmass Recreation Center and Rodeo parking lot, Above It All launches to between 1,000 and 2,500 feet, for breathtaking panoramic views. Ages 6 and up can go, and the balloons can accommodate up to 12 at a time. Rates are \$245 per adult and \$175 for ages 6-14 (970-963-6148, [aboveitallballoon.com](http://aboveitallballoon.com)).

## A salad bar! And a great steak ...

It's so old-school, who knew? The Village Steakhouse above the lobby of the Wildwood Lodge not only still sets up a full-service salad bar nightly, complete with two homemade soups, six dressings and 40-odd other fresh items, but it also offers the whole shebang by itself (\$18), or it's included with one of the best 14-ounce rib-eyes (\$32) around. This

slab of succulent steakh char-edged, sided by a tangy-rich béarnaise sauce and wines under \$30, this place is a ski-area deal, and it's the best to reload after a day on (40 Elbert Lane, 970-923-9903, [villagesteakhouse.com](http://villagesteakhouse.com)).

## The sweet life just got!

Fans of the original T in Telluride will cheer at the location of the old-fashioned cream shop, diner and cafe located in the heart of town. The milkshakes are killers and BLTs are terrific, and the classics, and the desserts are sick — and we mean good way. Kids go gaga when they walk in the door (40 Elbert Lane, 970-923-9903, [theicecreamshop.com](http://theicecreamshop.com)).

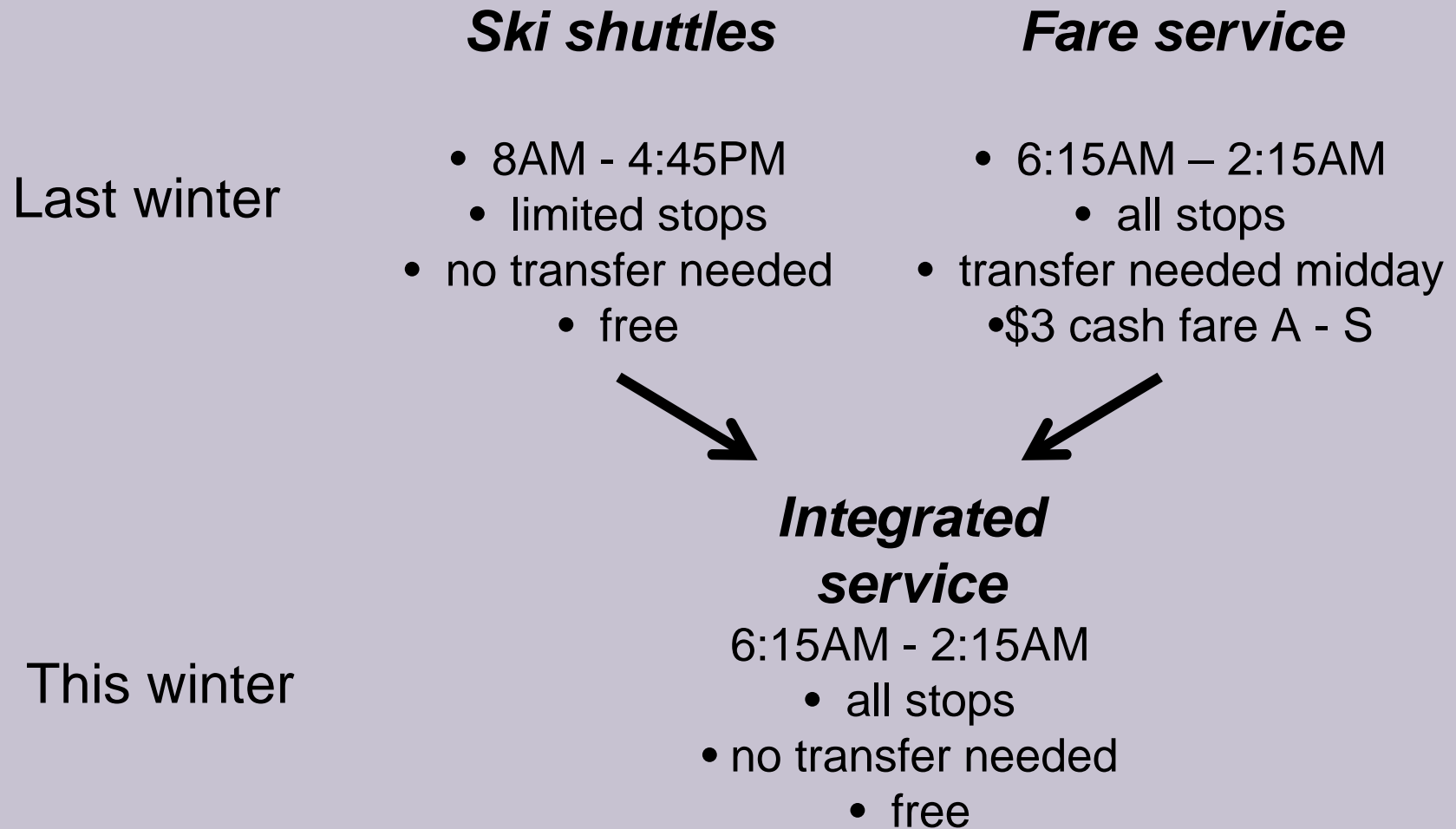
# Results of the Aspen – Snowmass RFTA service integration study

Presented by:  
Marc Warner

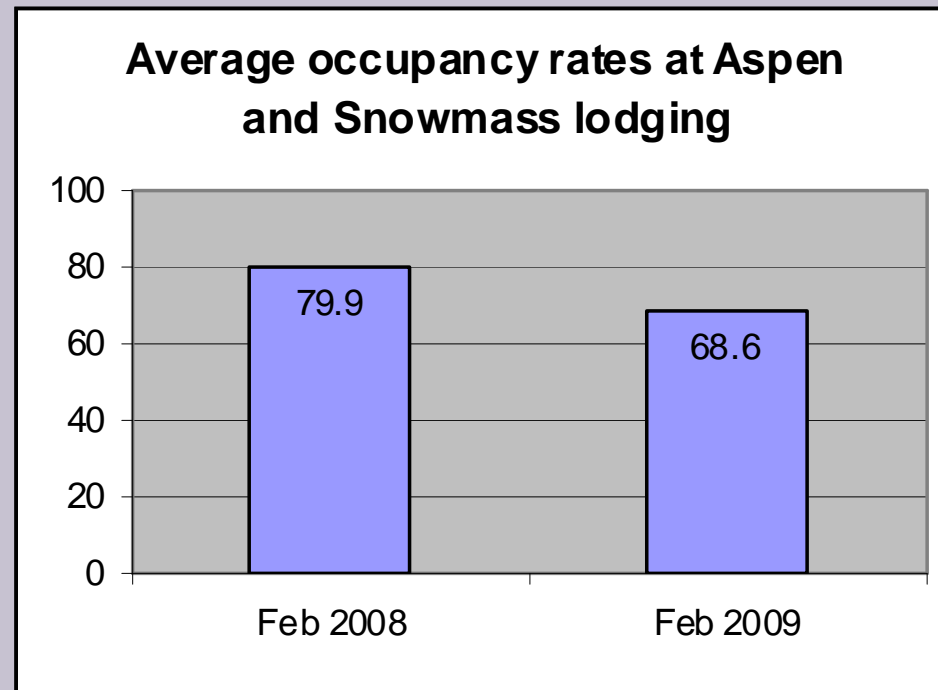


Warner Transportation Consulting, Inc.

## RFTA changes in the Aspen – Snowmass corridor

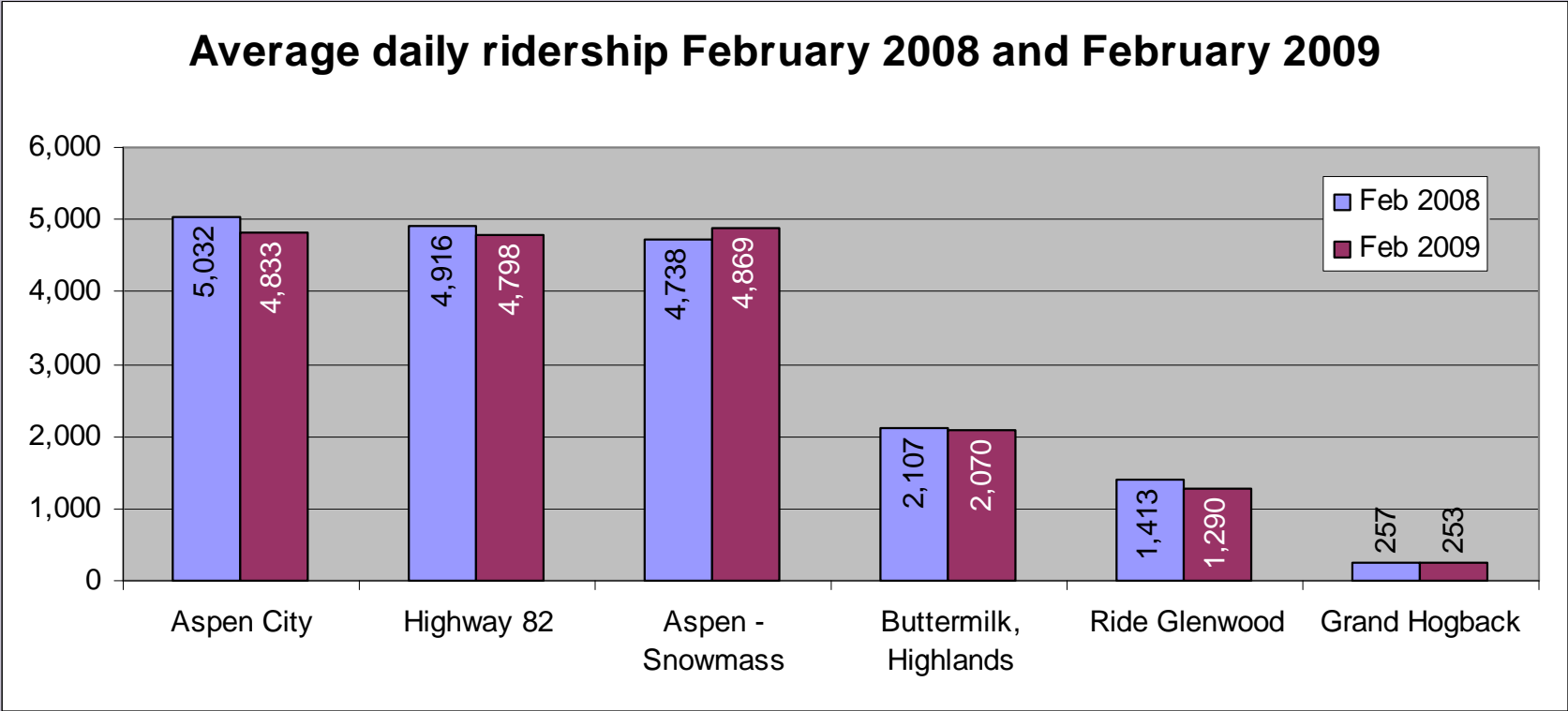


The economy changed too!

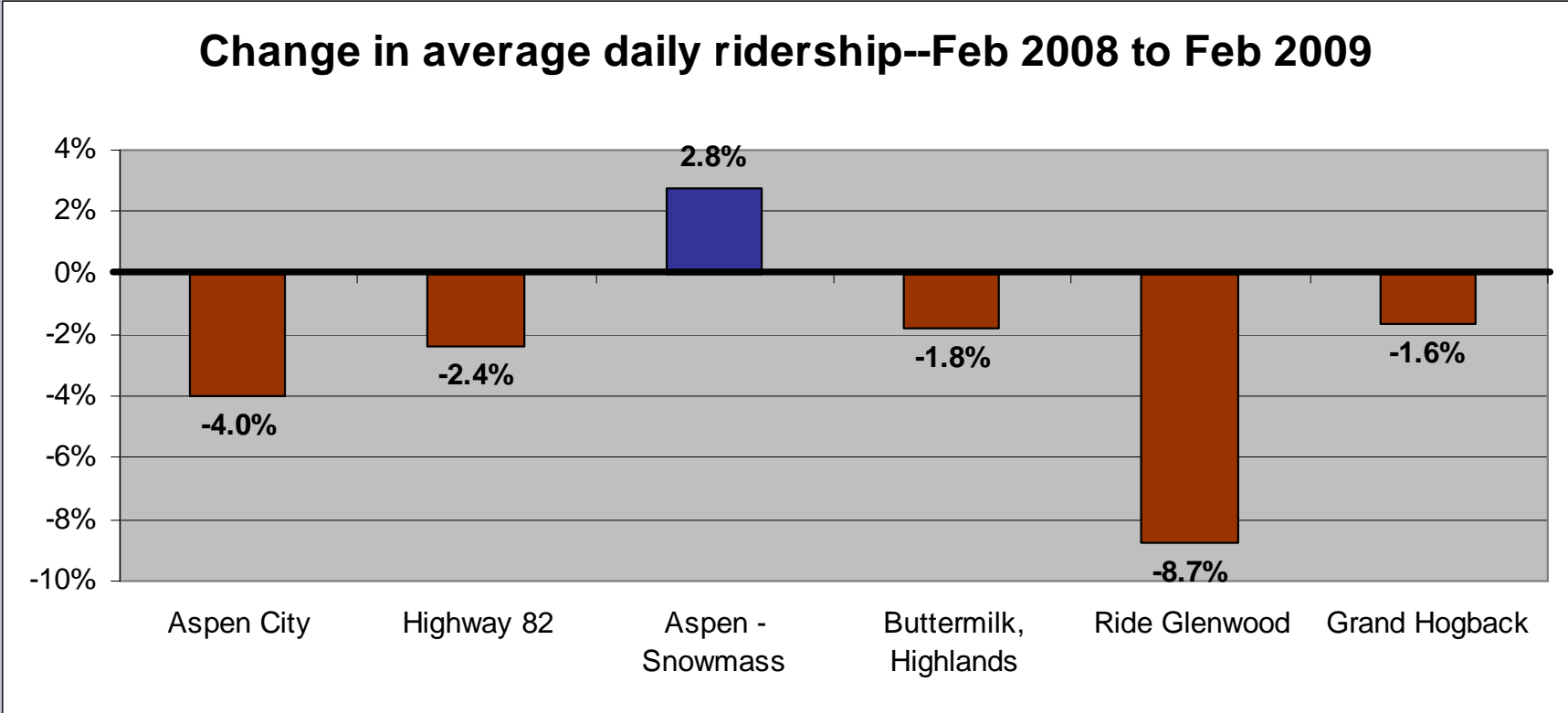


Lodging occupancy—a good proxy for economic conditions—down 11.3 percent over last year

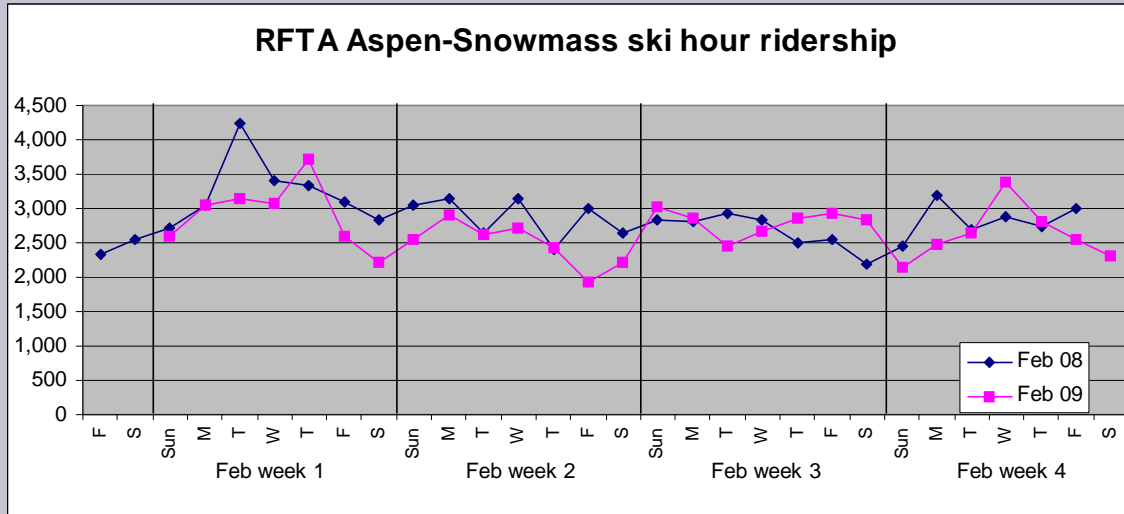
# Effect on RFTA ridership



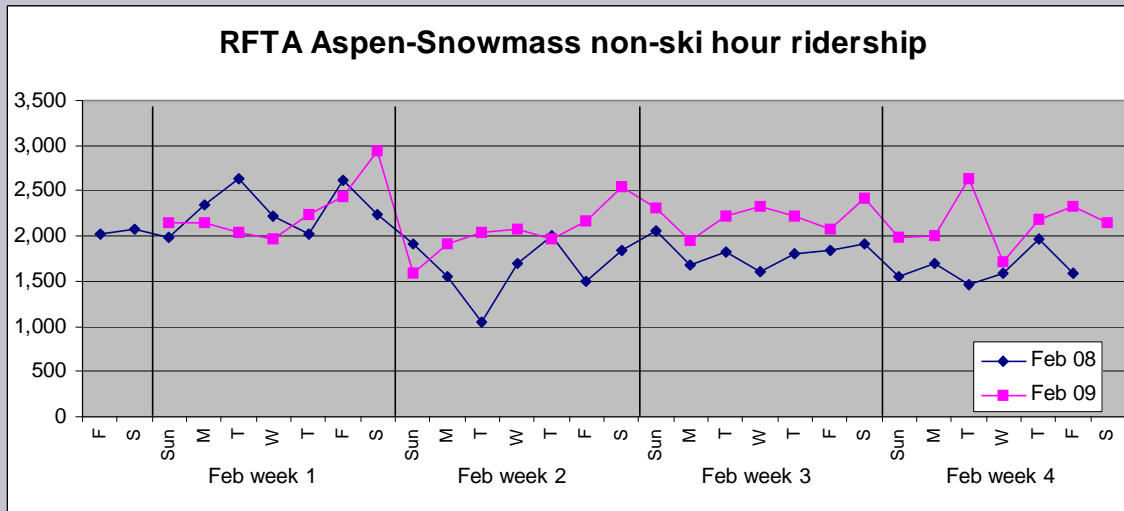
# Effect on RFTA ridership



# A closer look a the Aspen – Snowmass corridor

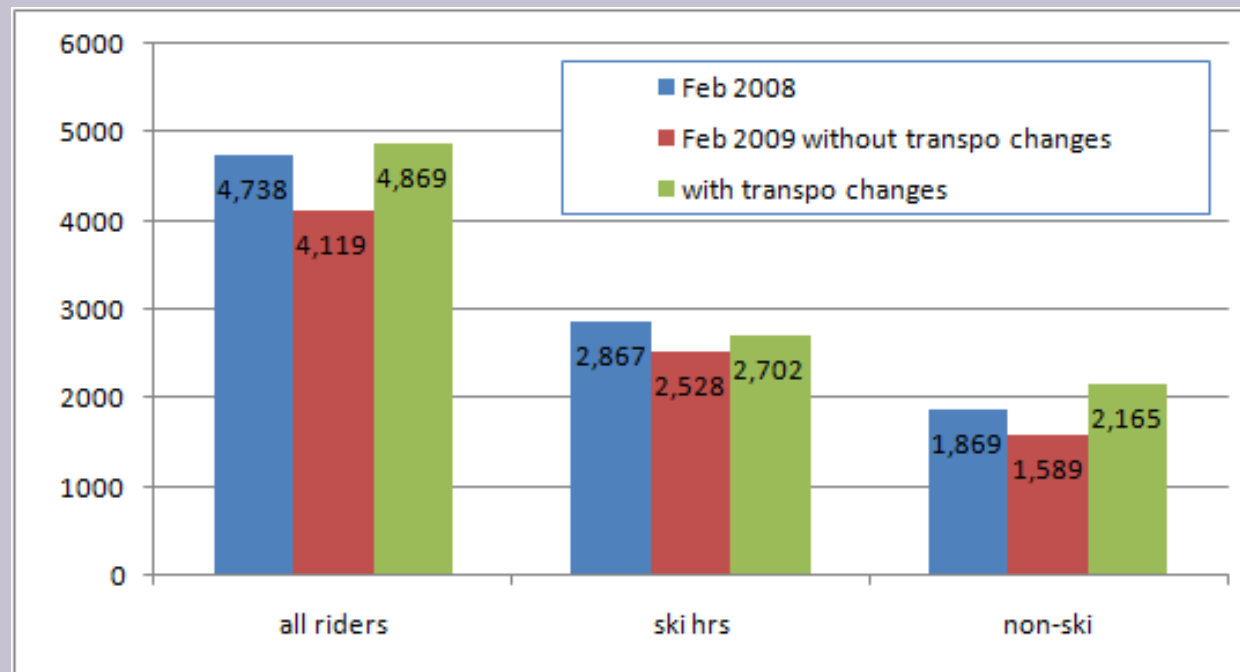


Average  
- 5.7%



Average  
+ 15.9%

## Contrary effects of transportation and economic changes



Change in ridership	+ 2.8%	- 5.7%	+ 15.9%
Policy-related new riders	+ 750	+ 173	+ 577
If policies unchanged	- 13.1%	- 11.8%	- 15.0%
If economy unchanged	+ 15.8%	+ 6.1%	+ 30.8%

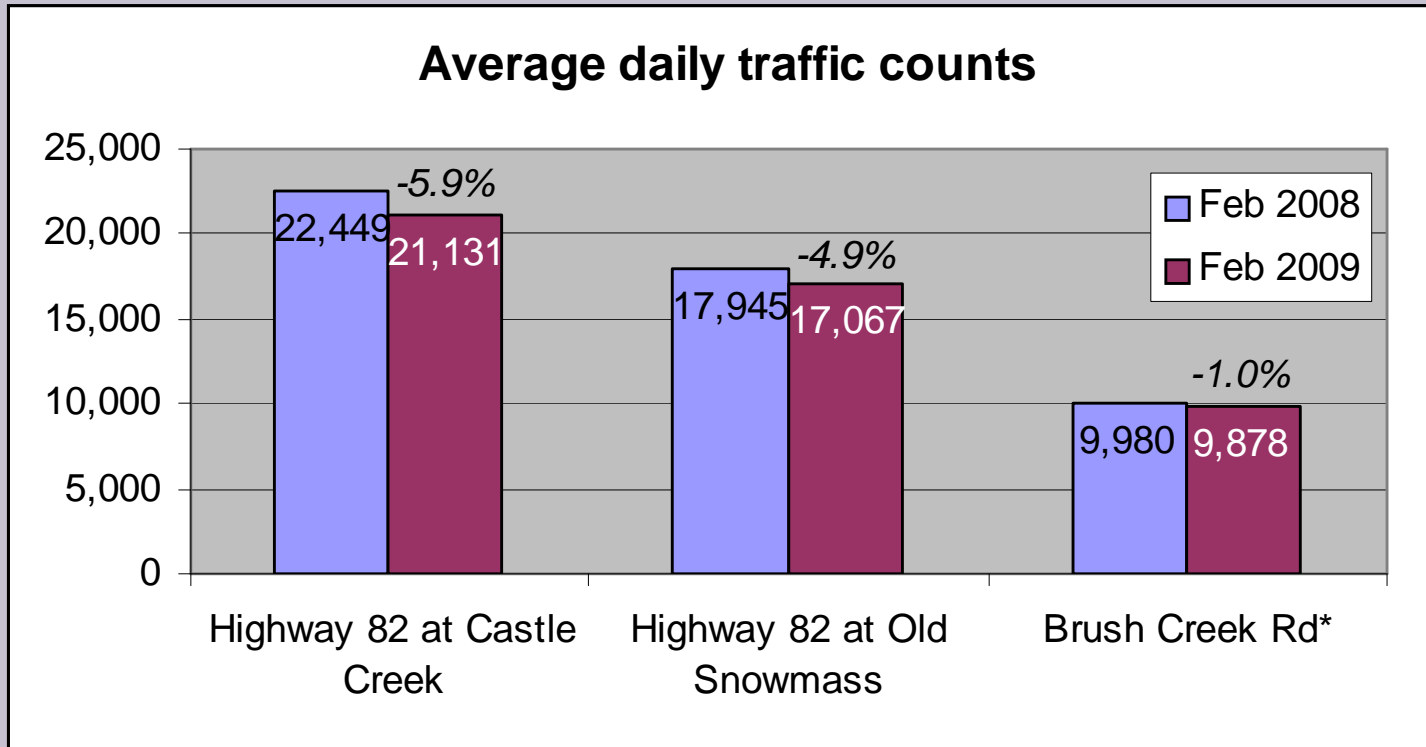
# Who rode more this winter?

Of those here both winters . . .  
% for whom RFTA use in corridor increased

	Snowmass	Aspen
year-round home	67%	58%
seasonal / vacation home	59%	48%
lodging	38%	29%

# Did it shift travelers from cars?

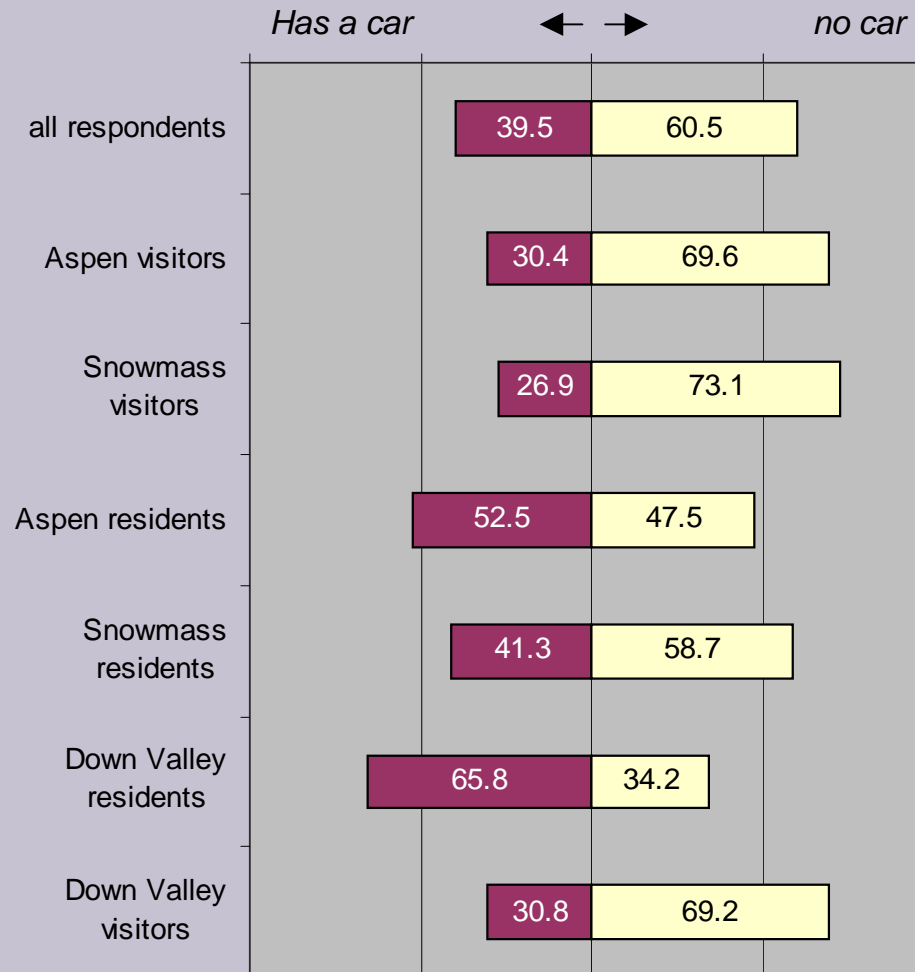
Some drop in daily traffic



\* Brush Creek Road data is based on the limited available weekday count data.

# Did it shift travelers from cars?

Generally low auto availability—by RFTA riders—anyway

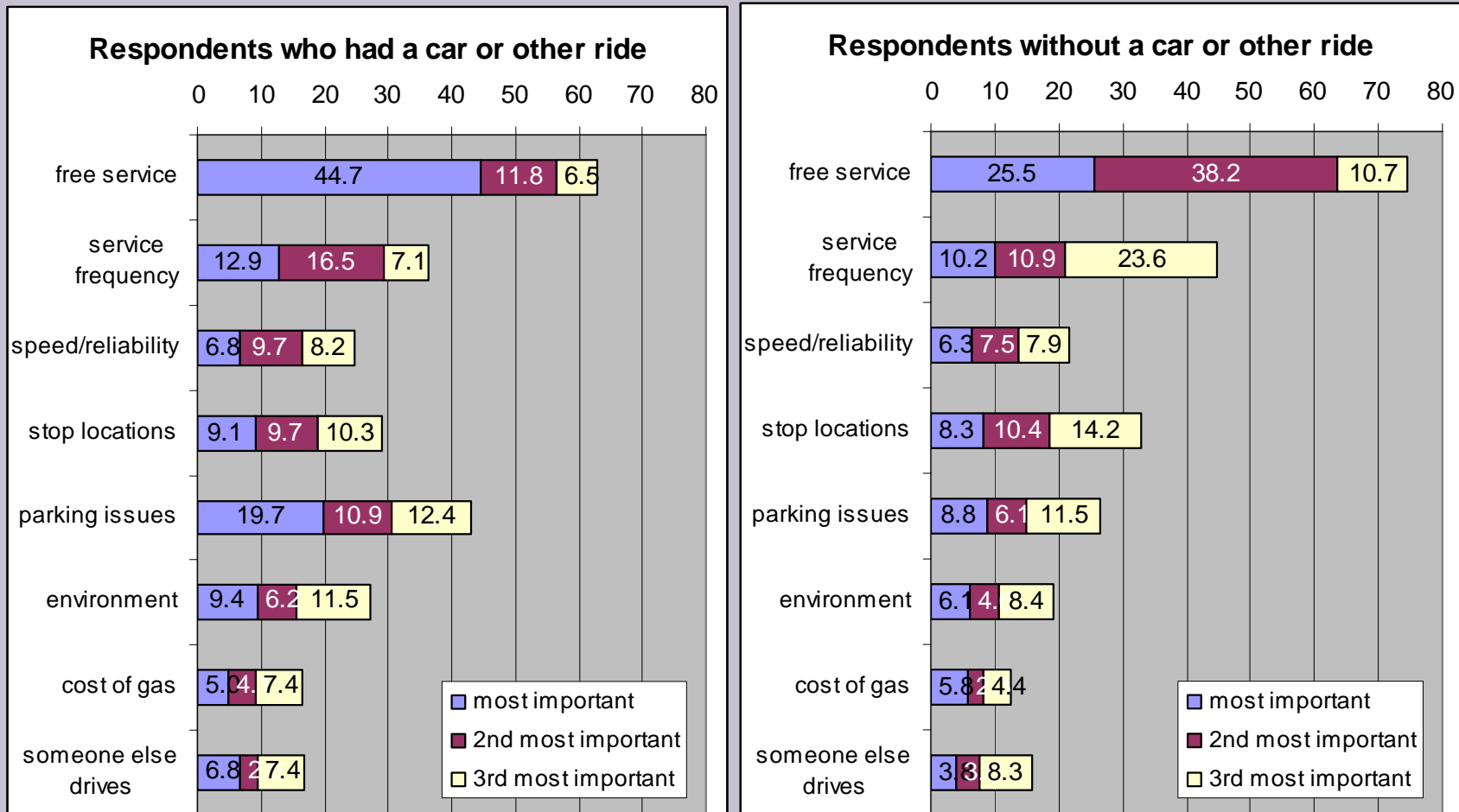


## Did it shift travelers from cars?

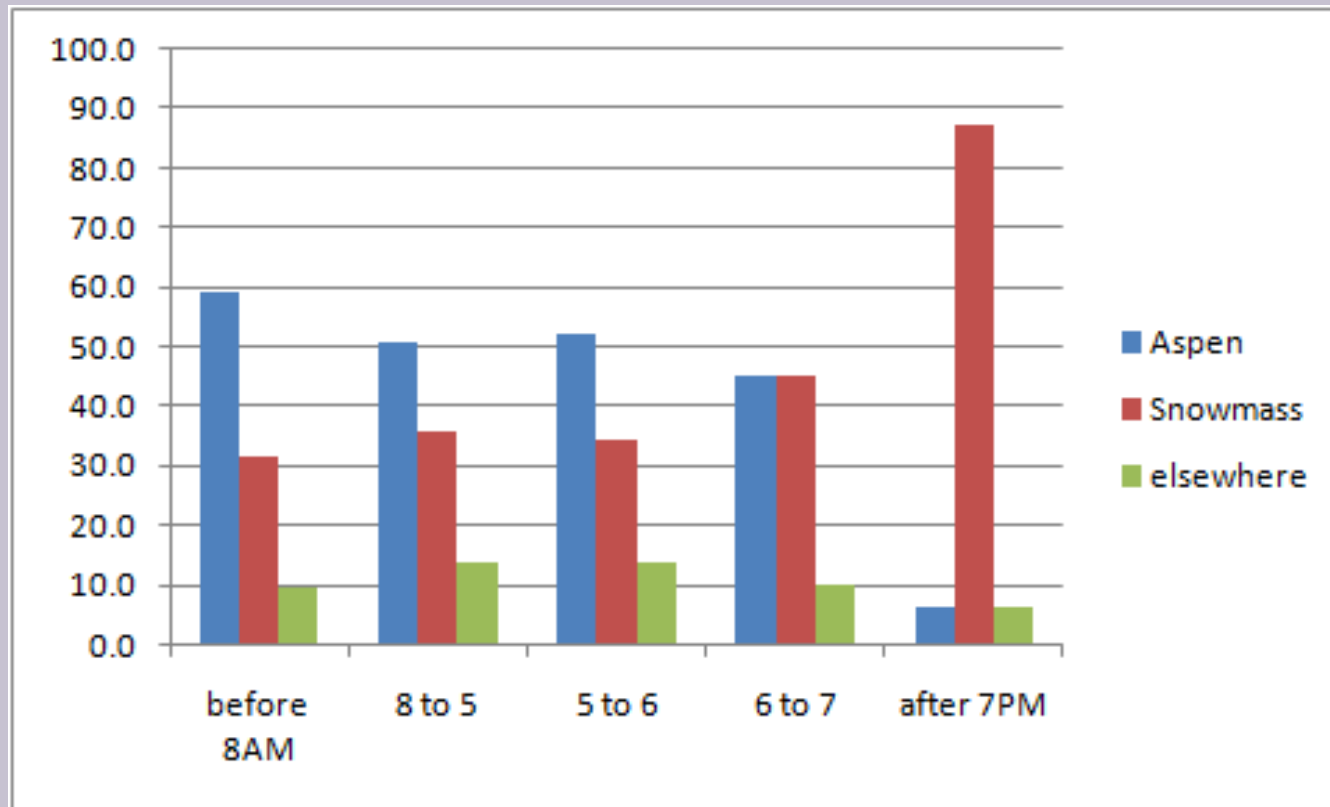
Of those here both winters . . .  
% for whom RFTA use in corridor increased

	Snowmass	Aspen
year-round home	67%	58%
seasonal / vacation home	59%	48%
lodging	38%	29%
Overall		47%
with a car or a ride		53%
Without a car or ride		41%

# What factors contributed to more use of the RFTA bus?



## Other key survey results



People stay in Snowmass a couple of hours after the last lift closes

## Other key survey results

- Combined service is very popular with all travel groups
- Riders prefer first stop at the Mall—not Base Village next year
- Very little revenue lost because of Down Valley residents driving to Brush Creek

# Should free service continue?

A unique feature of the valley

Vail / Avon / Edwards Westbound to Eagle / Gypsum \$3																													
Run #	Vail					Avon					Edwards					Eagle					Gypsum					Run #			
	West Vail Conoco / Dono van Park	Cascade Village	Lionshead / US Bank	Vail Transportation Center (Depart)	Paddy's / Eagle Rd	Wal-Mart / Home Depot	Avon Station	Elk Lot	Bear Lot	Arrowhead East / Main	Riverwalk	Freedom Park / CMC	Gashouse / Lake Creek Rd	Eagle River Village	Lake Creek Apts	Wolcott	Chambers Park n Ride	Eagle County Bldg. / 5th & Wall	Sylvan Lake Rd	US Bank / Costco	Buckhorn / Eagle County Airport	ECO	Mountain Glenn Apts	EVHS	Gypsum Plant	Gypsum Town Hall / Recreation Center	Do Isero / Two Rivers Village		
13	x	x	x	6:35	x	x	6:50	6:52	x	x	x	7:02	x	x	x	req	7:22	7:25	7:27	7:30	7:32	7:36	7:38	7:40	req dep	x	req dep	13	
11	7:39	7:41	7:44	8:00	x	x	8:14	8:16	x	x	8:24	x	x	x	req	8:44	8:47	8:49	8:52	8:54	8:58	9:00	9:02	req dep	x	req dep	x	11	
9	8:26	8:28	8:30	8:45	9:01	9:06	9:11	9:13	9:16	9:19	x	9:22	9:25	9:27	9:30	req	9:49	9:52	9:54	9:56	9:58	10:02	10:04	10:06	req dep	req dep	req dep	x	9
13	9:34	9:36	9:38	10:00	x	x	10:14	10:16	x	x	10:24	x	x	x	req	10:44	10:47	10:49	10:52	10:54	10:58	11:00	11:02	req dep	x	req dep	x	13	
11	10:55	10:57	10:59	11:20	x	x	11:34	11:36	x	x	x	11:46	x	x	x	req	12:06	12:09	12:10	12:13	12:15	12:19	12:21	req	req dep	x	req dep	x	11
13	12:51	12:53	12:55	1:15	x	x	1:29	1:31	x	x	1:39	x	x	x	req	1:59	2:02	2:04	2:07	2:09	2:13	2:15	2:17	req dep	req dep	req dep	req dep	x	13
11	2:00	2:02	2:04	2:30	x	x	2:44	2:46	x	x	2:54	x	x	x	req	3:14	3:17	3:19	3:22	3:24	3:28	3:30	3:32	req dep	req dep	req dep	x	11	
23	2:59	3:01	3:03	3:18	x	x	3:32	3:34	x	x	x	3:44	x	x	x	req	4:04	4:07	4:09	4:12	4:14	4:18	4:20	4:22	req dep	x	req dep	x	23
24	3:37	3:39	3:41	4:00	4:16	4:21	4:26	4:28	4:31	4:34	x	4:37	4:40	4:42	4:45	req	5:07	5:10	5:12	5:15	5:17	5:21	5:23	5:25	req dep	req dep	req dep	x	24
27	4:23	4:25	4:27	4:40	x	x	4:54	4:56	x	x	5:04	x	x	x	req	5:24	5:27	5:29	x	x	x	5:36	5:38	req dep	x	req dep	x	27	
28	x	x	x	5:10	x	x	5:24	5:26	x	x	5:34	5:38	x	x	x	req	5:58	6:01	6:03	6:06	6:08	6:12	6:14	6:16	req dep	req dep	req dep	x	28
31	5:21	5:23	5:25	5:35	x	x	5:49	5:51	x	x	5:59	x	x	x	req	6:19	6:22	6:24	x	x	x	6:31	6:33	req dep	x	req dep	x	31	
23	6:08	6:10	6:12	6:25	x	x	6:39	6:41	x	x	x	6:51	x	x	x	req	7:11	7:14	7:16	7:19	7:21	7:25	7:27	7:29	req dep	x	req dep	x	23
25	8:11	8:13	8:15	8:30	8:46	8:51	8:56	8:58	9:01	9:04	9:06	x	9:07	9:09	9:12	req	9:35	9:38	9:40	x	x	x	9:47	9:51	req dep	x	req dep	x	25
32	8:56	8:58	9:00	9:05	x	x	9:19	9:21	x	x	x	9:31	x	x	x	req	9:51	9:54	9:56	x	x	x	10:05	10:09	req dep	req dep	req dep	x	32
32	11:34	11:36	11:38	11:50	x	x	12:04	12:06	x	x	12:14	x	x	x	req	12:34	12:37	12:39	x	x	x	12:46	12:48	req dep	x	req dep	x	32	
35	1:37	1:39	1:41	2:00	2:09	x	2:15	2:18	2:20	2:22	req	x	req	req	req	req	req	req	req	req	req	req	req	req	req	req	req	req	35

req- request pickup at this location a minimum of two hours in advance (970) 328-3520  
 req dep- when boarding, please inform the driver to stop at this location

## Should free service continue?

Broad set of beneficiaries:

- Riders
- RFTA
  - simpler for operations
  - no fare processing
- resort overall
  - car free image
  - integration of Aspen / Snowmass
- businesses
  - encourages more *residents* to eat / drink / shop
- non-riders
  - reduced traffic
  - less cruising for parking
  - environmental benefits
  - fewer drunk drivers
  - an auto-alternative

Conclusion: Keep the service, and broad based funding seems suitable

## MEMORANDUM

**To:** Elected Officials Transportation Committee (EOTC)  
**FR:** John D. Krueger – Director of Transportation, City of Aspen  
**DATE:** March 10, 2010  
**MEETING DATE:** March 18, 2010  
**RE:** Bus Lanes Update

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At its October 15, 2009 meeting, the EOTC requested an update on bus lane performance. In response to citizen inquiries, EOTC members also requested more information about the regulatory, financial, and operating hurdles involved with changing the bus lanes to HOV lanes.

### BACKGROUND

After a successful open space vote in May of 2007, followed by coordination and approval from the FHWA and CDOT, the EOTC agreed to fund the design and construction of one of the first rural resort bus lane segments in the United States. The exclusive bus lanes include a bus queue bypass from the AABC to Buttermilk in the up valley lane and dedicated bus lanes from Buttermilk to the Maroon Creek Roundabout. The dedicated bus lanes combined with the peak hour Main Street bus lane cover most of the Entrance to Aspen. The bus lanes were opened in the fall of 2008, with their use deemed exclusive to RFTA buses, Aspen School District buses and emergency vehicles. Since that time, the bus lanes have received a statewide award from the Colorado Association of Transit Agencies as well as local acclaim via the Aspen Time's 2008 *best of* poll, in which the bus lanes were named *Best Recent Change*.

### BEFORE THE BUS LANES

Prior to the completion of the bus lanes, RFTA operated in the general purpose lanes in mixed traffic, subjecting the service to schedule delays, ridership complaints, and some safety concerns. To compensate for these problems, RFTA used back-up drivers and buses to try to keep its system on schedule, translating into increased overtime, added fuel consumption, and more wear and tear on buses.

The scheduled time between Rubey Park and the Brush Creek Park & Ride is 15 minutes, but was difficult for RFTA to meet prior to bus lane implementation. For example, on August 11, 2005, at 6:15pm it took one bus 63 minutes to travel between Rubey Park and the Brush Creek Park & Ride, a 48 minute delay. The magnitude of these delays had a direct impact on the rest of

the valley bus system, with down valley buses typically operating 15-20 minutes late or more by the time they reached Basalt, El Jebel, and Carbondale. Without intelligent transit systems such as next bus technology, down valley bus riders were forced to wait in the elements, not knowing when their bus would arrive. Passengers attempting to transfer often missed their connections, adding to the frustration. To alleviate these problems, RFTA would add back up buses and drivers at Rubey Park and/or at the Brush Creek Park N ride lot to try to keep the valley service on schedule.

Due to the unreliable nature of transit travel, many riders expressed frustration with the service and some began to drive. In summary, prior to bus lane implementation, RFTA bus service was not competitive with the automobile.

### **AFTER THE BUS LANES**

With the bus lanes in place, RFTA has been able to deploy its fleet and resources in a much more efficient manner. RFTA has experienced better schedule reliability, fewer complaints, reduced need for back up drivers and buses, reduced overtime, lower costs, and more competitiveness with the automobile.

Delays between Rubey Park and the Brush Creek Park & Ride have decreased substantially. During the winter of 2009 the average bus times from Rubey Park to Brush Creek during peak hours dropped to a range of 16-19 minutes for an average delay of 1-4 minutes. Passengers are consistently able to make their timed transfers to other buses and valley buses are able to maintain their schedules (see Charts Attachment A).

The bus lanes have also provided benefits to areas beyond commuter service. The free integrated bus service between Aspen and Snowmass instituted last winter has been successful due in large part to the bus lanes as it would be nearly impossible for RFTA to maintain 15-minute headways in general traffic.

This past X Games produced record attendance and traffic jams on Saturday and Sunday. RFTA, Ramblin Express and Rocky Mountain buses were able to move people quickly and efficiently thanks again to the bus lane.

### **CHANGING THE BUS LANES TO HOV LANES**

To quote from the *SH 82 Bus Lanes Operation Study*, “The SH 82/Aspen Busway is signed to allow RFTA buses, Aspen School district buses and emergency vehicles only. ... This usage plan was clearly contemplated by the parties when The Preferred Alternative was developed. This usage is consistent with the exclusive bus lane component of the Preferred Alternative described in the ROD and Reevaluation.”

There are numerous regulatory, financial and operating hurdles associated with changing the dedicated bus lanes to HOV lanes. These are documented in the *SH 82 Bus Lane Operations Study (Attachment E)* and include:

1. The Open Space Vote of May 2007 stated approval for -“Construction, operation and maintenance of a two-lane highway and two exclusive bus lanes.” City of Aspen voters would need to approve any new use of the open space, other than for its current purpose.
2. EOTC funding is restricted- -½ cent mass transportation sales and use tax may be used only “...for the purpose of financing, construction, operating or maintaining a mass transportation system within the county.” General purpose and HOV lanes are not considered to be mass transportation improvements. As such, the \$8 million in EOTC funding that was used to construct the bus lanes would need to be reimbursed with replacement funding from a different source.
3. Extensive FHWA, CDOT and local coordination would be necessary to establish the process, timeline and funding for the environmental reviews to determine consistency with the Entrance to Aspen environmental clearances.
4. NEPA documentation and process for a change to the Preferred Alternative would be required to secure approvals from CDOT and the FHWA (see attached process flowchart Attachment C).

### **OTHER IMPACTS FROM CHANGING THE BUS LANES TO HOV LANES**

- Changing the Bus Lanes to HOV lanes would move the *worm hole* from Buttermilk to the Roundabout area where two lanes would need to merge into one. This would create a worse congestion problem than exists now and would seriously degrade the transit and automotive experience.
- Without the dedicated bus lanes, 15-minute integrated winter bus service between Aspen and Snowmass Village would not be able to operate as efficiently, because buses would again be caught in congested mixed traffic.
- Without the dedicated bus lanes, the free fare service between Aspen and Snowmass would not be as attractive and popular.
- Without the dedicated bus lanes, special events like the X Games would find it nearly impossible to provide effective transit service to attendees.
- Without the dedicated bus lanes, RFTA would be unable to pursue federal funding for BRT in an aggressive manner, due to inability to showcase the bus lanes as evidence of an upper valley commitment to significant mass transit improvements.
- Without the dedicated bus lanes, the *Rapid* would arguably not exist in Bus Rapid Transit above Buttermilk.

- Without the dedicated bus lanes, RFTA drivers and riders would experience a seriously degraded experience, potentially sending some passengers back to their cars. (Several anecdotes are included for your review as Attachment D).
- Opening the bus lanes to mixed traffic would greatly complicate enforcement. Enforcement issues have been virtually non-existent since the initial public information period, because it is very clear who can and cannot use the lanes.

Although traffic volumes have decreased somewhat during the recent recession, the bus lanes are critical to maintaining current bus service, schedule reliability, and ridership. RFTA carried 4.7 million riders in 2008 and approximately 4.1 million in 2009. About 586 buses a day use the bus lane during the winter season, as many as 52 per hour carrying 2000 passengers per hour.

Changing the bus lanes to HOV lanes or general purpose lanes would greatly diminish the efficiency and reliability improvements in the current system and would put the prospect for future Bus Rapid Transit funding and improvements in jeopardy. Both current operations and future BRT services are relying heavily on the dedicated bus lanes as a key improvement to the public transportation system in the upper valley.

## **Attachments**

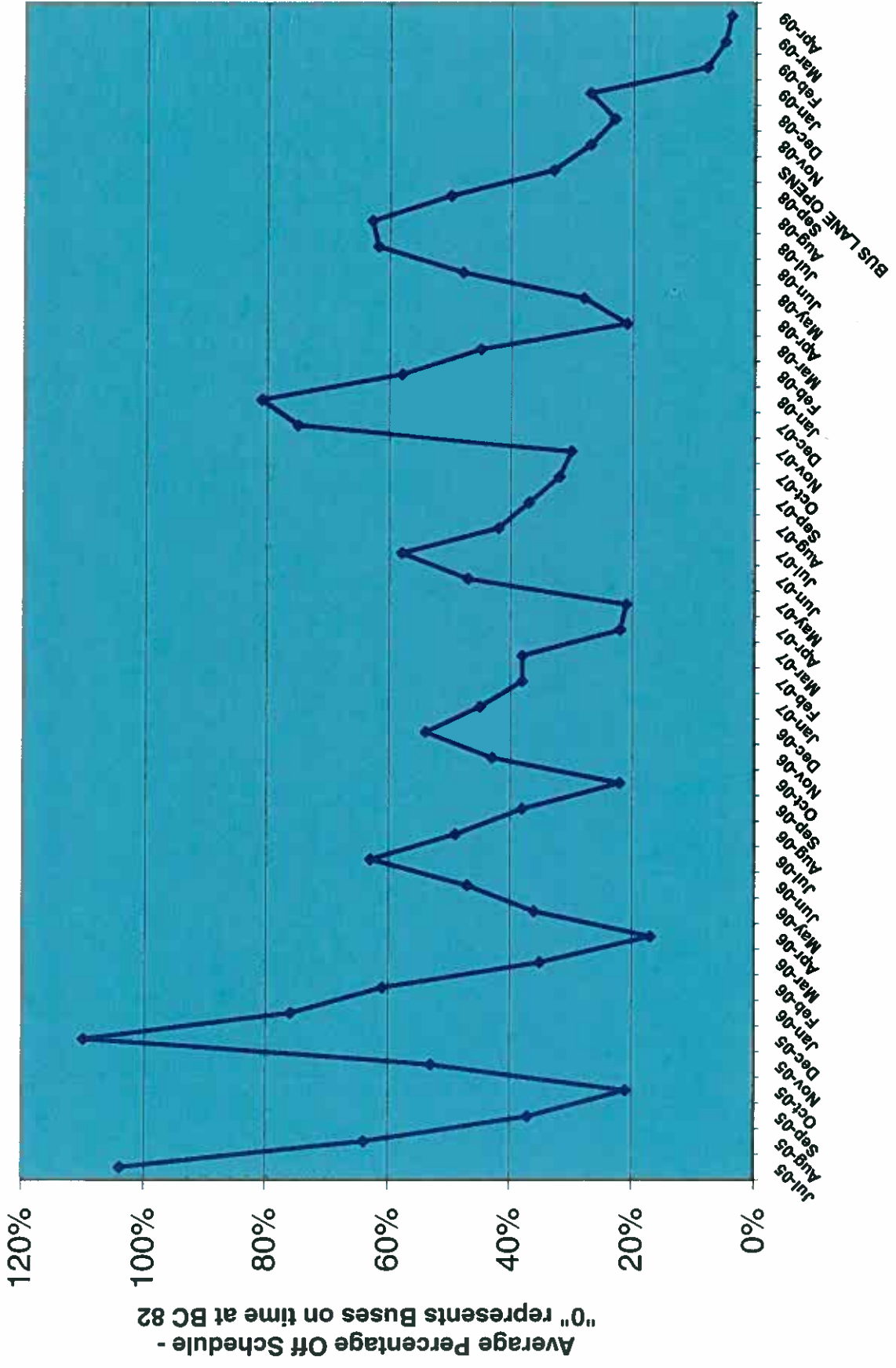
- A. Charts
- B. FAQ Sheet on Usage
- C. EIS Decision Process for Changes to the preferred Alternative
- D. Anecdotes
- E. SH 82 Bus Lanes Operation Study-Oct 2008

**AVERAGE BUS DOWN TIME  
FROM RUBEY PARK TO BRUSH CREEK PARK N RIDE**

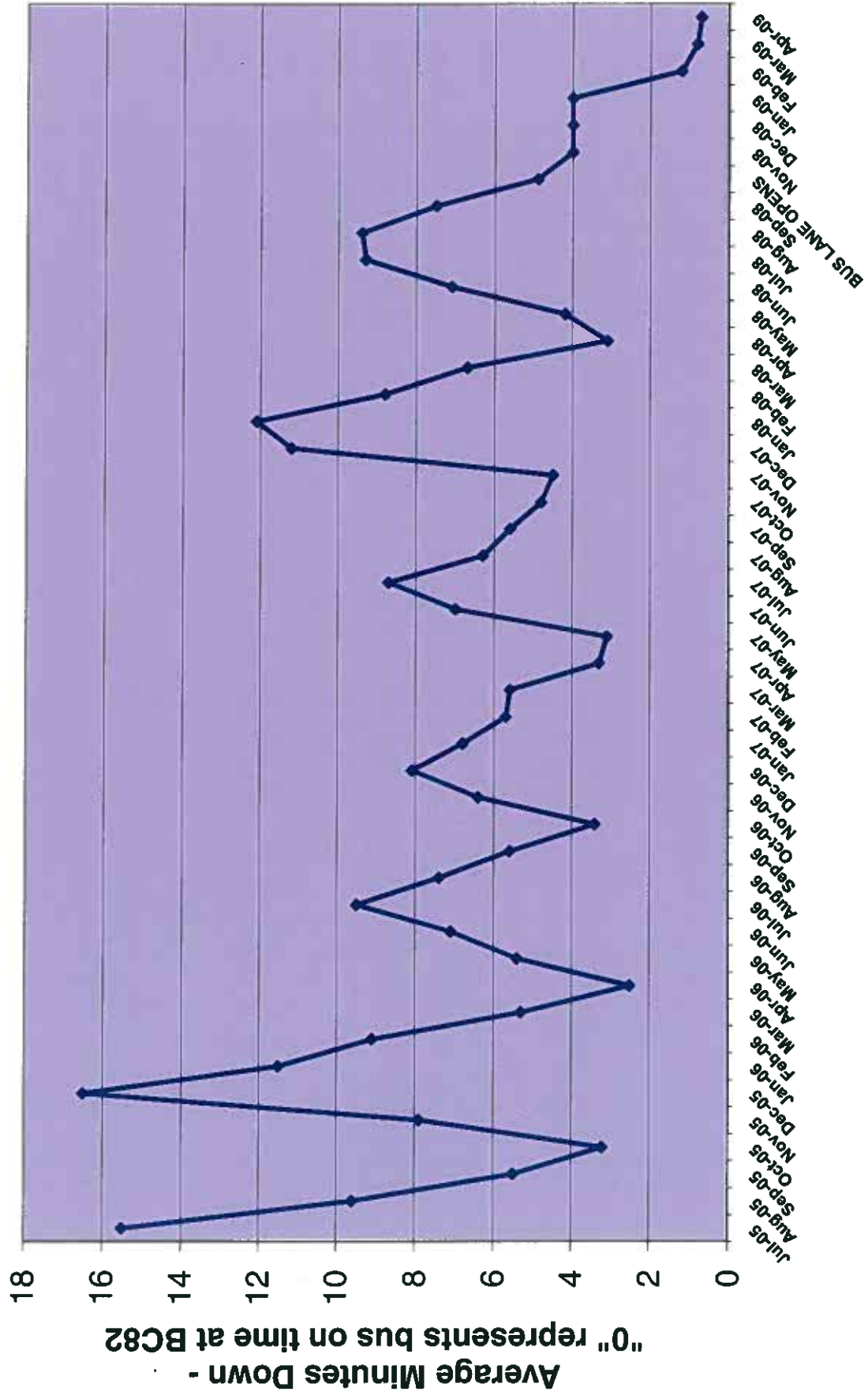
<b>Month/Year</b>	<b>Avg Minutes Down</b>	<b>Percentage off Schedule</b>
Jul-05	15.5	104%
Aug-05	9.6	64%
Sep-05	5.5	37%
Oct-05	3.2	21%
Nov-05	7.9	53%
Dec-05	16.5	110%
Jan-06	11.5	76%
Feb-06	9.1	61%
Mar-06	5.3	35%
Apr-06	2.5	17%
May-06	5.4	36%
Jun-06	7.1	47%
Jul-06	9.5	63%
Aug-06	7.4	49%
Sep-06	5.6	38%
Oct-06	3.4	22%
Nov-06	6.4	43%
Dec-06	8.1	54%
Jan-07	6.8	45%
Feb-07	5.7	38%
Mar-07	5.6	38%
Apr-07	3.3	22%
May-07	3.1	21%
Jun-07	7	47%
Jul-07	8.7	58%
Aug-07	6.3	42%
Sep-07	5.6	37%
Oct-07	4.8	32%
Nov-07	4.5	30%
Dec-07	11.2	75%
Jan-08	12.1	81%
Feb-08	8.8	58%
Mar-08	6.7	45%
Apr-08	3.1	21%
May-08	4.2	28%
Jun-08	7.1	48%
Jul-08	9.3	62%
Aug-08	9.4	63%
Sep-08	7.5	50%
<b>BUS LANE OPENS</b>	<b>4.9</b>	<b>33%</b>
Nov-08	4	27%
Dec-08	4	23%
Jan-09	4	27%
Feb-09	1.2	8%
Mar-09	0.8	5%
Apr-09	0.7	4%

# Average Percentage Buses Off Schedule from July 2005 - April 2009

"0" represents - Bus On Time at BC82



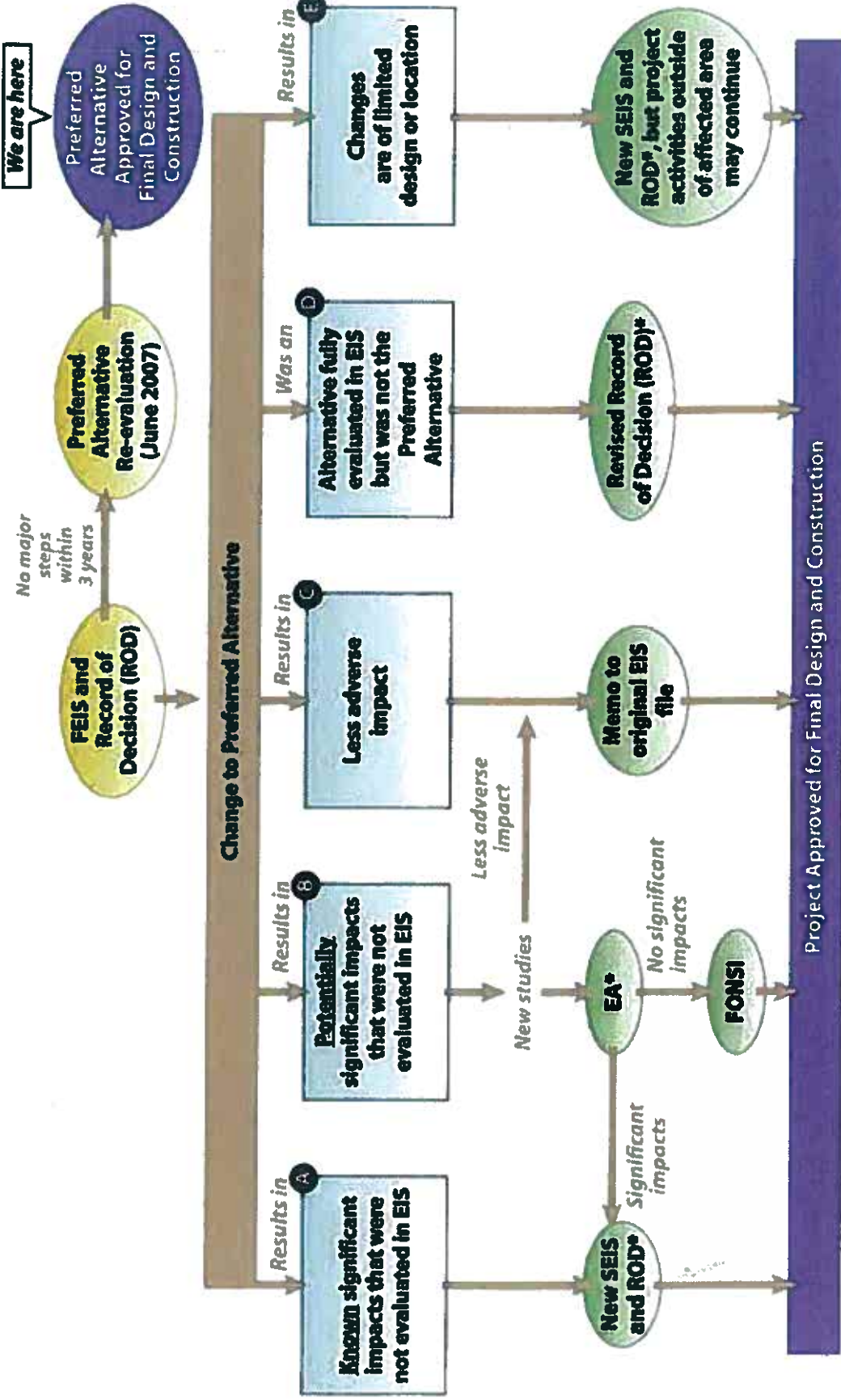
**BC 82 Average Minutes Down - July 2005 - April 2009**  
**"0" represents - Bus On Time at BC82**



## FAQ on Usage in SH 82 Exclusive Bus Lanes and Queue Bypasses

- Who can use the bus lanes?
  - The bus lanes are signed for Roaring Fork Transportation Authority (RFTA) buses, both with and without passengers, and emergency vehicles. Although not stated on the signs, the lanes can be used by Aspen School District buses.
- Are any parts of the bus lanes available for use by general traffic?
  - Yes, where the roadway striping “skips” (short stripes that look like elephant tracks) vehicles can cross into the lane for right turns. General traffic can use the bus lane to accelerate after turning into SH 82 and merge to the right. Again, you can only cross at the “skip” stripes.
- Why are the lanes not available for use by High Occupancy Vehicles (HOV) like in down valley areas?
  - The lanes are restricted to RFTA buses only to allow decreased transit travel times and more efficient RFTA operations on SH 82 at the Entrance to Aspen. This was a decision made cooperatively between the Colorado Department of Transportation (CDOT), Aspen, Snowmass Village, Pitkin County, and the Federal Highway Administration.
- Why are the lanes not available for use by taxis, hotel vans, and other private transit vehicles?
  - These types of vehicles are called “paratransit vehicles”. When the exclusive bus lane project was planned, designed, and constructed it was always contemplated to allow exclusive use by RFTA buses. Much of the project funding came for a Pitkin County sales and use tax that is by law only allowed to be spent on a mass transportation system in Pitkin County. Also, portions of the project are built on City of Aspen Open space. City voters approved this in 2007 only for exclusive bus lanes.
- What would need to be done to allow these paratransit vehicles to use the exclusive bus lane?
  - Coordination would need to occur between the FHWA, CDOT and local governments. Additional environmental documentation would be required. Local votes concerning the designation of use of open space would be required. Finally, replacement funding would need to be put in place for the busway design and construction costs.

# EIS Decision Process for Changes to the Preferred Alternative



\*also requires Section 4(f) evaluation

Dan Blankenship  
RFTA Board of Directors  
John Hocker & Kent Blackmer  
EOTC

From time to time I hear rumblings of community pressure to have the bus lane converted to a bus/HOV lane. As a longtime participant in local mass transit, past County bus manager and current RFTA driver with well over 1 million bus miles, I want to urge you to resist this change, for both short term effects and, perhaps more importantly, long term effects .

Having been involved in the twice daily "rush hour" for 30+ years, the vast improvement in our ability to transport commuters and visitors has so greatly improved because of the bus lane; it's almost two separate worlds, then and now. I would challenge any of you to catch a bus into Aspen between 7:30 and 9:00 AM, any week day, preferably a stormy day, and see for yourself. Then imagine the difference if the bus lane was full of two person cars, and one person car cheaters, and police writing tickets, and ski buses not getting to town, and commuters not getting to work, etc., both the lanes would be backed up. Of course you are getting pressure to change the current status quo, the public just does not want to get out of their cars. This is the short term scenario.

Long term, as RFTA gets the intercept lot improvements made, and acquires more rolling stock and can really handle intercepting the traffic and running high frequency buses to town, imagine the outrage of trying to take back the bus lane. The ultimate goal is make it so easy to not drive all the way to town that doing so would seem silly. Imagine buses going by you while you are sitting in your car not moving, with signage on the bus taunting the fact that, "people on this bus are riding free and don't need to buy a parking space", and their going by every 5-10 minutes! I fear that caving into any change in the bus lane policy now would be a slippery slope towards mass transit disincentive now and in the future.

Sincerely,  
Greg Paul

One morning in early December, I was doing an upvalley express run from Glenwood, and when I left the intercept lot headed into Aspen, traffic began to get very heavy. As I approached the airport, I could see that traffic was bumper to bumper and stopped, apparently clear to the roundabout. Thankfully, the bus lane was there, and was clear, and I was able to save about 25 minutes of waiting in traffic to get into Aspen. The passengers actually cheered when I made it past the snarl! To me it was a clear visual demonstration of why you should ride the bus instead of drive into Aspen, and the bus lane helped drive that point home.

I have also witnessed at least three specific instances where an ambulance had a clear shot to the hospital around stopped traffic due to the fact that it could use the bus lane, which is also reserved for emergency vehicle use. I would be interested to know how many lives have been saved through the use of the bus lanes for emergency traffic.

Kevin Stephenson

**Kevin Stephenson**

**RFTA Administration & Housing Coordinator**

**51 Service Center Drive**

**Aspen, CO 81611**

To Whom it May Concern,

Good day. It has come to my attention that "The Powers That Be" are considering a change in the way we currently move both locals and tourists in and out of the old mining town during peak hours like the early morning and late afternoon commutes. Someone, who is obviously not thinking very clearly has suggested that we retool the "Bus Only" lanes on Highway 82 from the airport into town and open them up to HOV traffic during these critical times of the day. Let me state unequivocally that I think this would be the biggest mistake since the time someone decided it would be a good idea to hold the One World Music Festival in Snowmass .

I've lived in this Valley for quite some time now, and have worked a variety of pretty great jobs, like tending bar at the J-Bar, and the Woody Creek Tavern, waiting tables at The Steak Pit, and driving a bus for RFTA. All of these venues tend to cater to not just tourists, but rely heavily on the patronage of the real "died in the wool" Roaring Fork Valley "local". When it comes to "local issues" I think I'm pretty well versed in the opinions of my fellow locals, and when it comes to "local issues" there are few that have held the front page longer than "The Entrance to Aspen Issue". For over twenty five years now we have debated the pros and cons of issues like four-laneing, light rail, gondolas from Snowmass to Aspen, and the ever popular "straight-shot". I honestly believe that there are only two things that everyone in the valley actually can agree on. Number one... we will never fully eradicate traffic coming in and out of a town whose work force is forced to travel 40+ miles to work each day, and Number two, that we have one of the greatest Transportation systems in the entire country in RFTA. Everyone may not ride the bus, but no one can deny that RFTA does an amazing job moving people in and out of town quickly and efficiently. The "Bus Only" lanes are a key ingredient in our ability to move people from Glenwood to Aspen and all points in between. Taking these vital arteries away from RFTA would completely "hamstring" us and bring the flow of traffic to a grinding halt.

I can certainly sympathize with the construction worker who is forced to travel alone with his tools in his own vehicle each day. It must be very frustrating to watch as buses full of people cruise by at 35 mph in the "Bus Lane", while he's forced to sit in bumper to bumper traffic from the airport to the S-Curves, listening to KDNK, but to open the bus lanes to HOV traffic would only slow the busses to a crawl as well, and make those currently riding the bus question riding the bus in the first place. If they can get to work as quickly in their own vehicle as they can riding the bus, then why bother? And once they abandon the bus for their own vehicles it will only add to the congestion, pollution, and the parking problems Aspen is already facing. Also, with the impending launch of the "voter approved" new RFTA BRT system, does it make any sense to give people reasons *not* to ride the bus?

I cannot begin to tell you how often I'll get a local on my bus who is forced to ride the bus after hitting a deer on Highway 82. Each and every one of them comments on how amazed they all are at the speed, efficiency, and convenience of riding RFTA. That's because it is the very best way to move people in and around Aspen and the Roaring Fork Valley. Please don't stop us from moving forward by cutting us off at the knees. For surely that is what you will do if you decide to change the "Bus Only" lanes to HOV lanes. Thank you for your time, and hopefully your good judgement.

Sincerely,

Owen W. O'Farrell

utwater

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[REDACTED]  
Tuesday, March 02, 2010 8:49 AM  
Commuterclub  
loving the bus lanes

ag: Follow up  
Flagged

bus lanes, because I see the buses getting out of town so much faster, and all my friends who ride the bus using it a lot better. The result is that the air I breathe riding my bike to work every day, is cleaner because I don't take the bus. So it helps my health – I breathe less carbon monoxide and less PM-10, and that's a great thing to do for all of its citizens!

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utwater

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[REDACTED]  
Tuesday, March 02, 2010 12:02 PM  
Commuterclub  
RE: Share the Bus Lane Experience.

ag: Follow up  
Flagged

My experience is AWESOME. I love passing all the cars on my way home. Nothing is worse than being stuck in traffic. Thanks to the City, County, State for building them!

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utwater

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[REDACTED]  
Tuesday, March 02, 2010 7:44 AM  
Commuterclub  
image001.jpg

ag: Follow up  
Flagged

huge (HUGE) difference time-wise, to have the bus lanes between Buttermilk and roundabout, and even more, it's a huge difference in town. HUGE! It used to take downtown buses 45 minutes or more just to get from downtown Aspen to Buttermilk. HUGE.

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## Jennifer Outwater

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**From:** [REDACTED]  
**Sent:** Wednesday, March 03, 2010 12:54 PM  
**To:** Commuterclub  
**Subject:** I Love the bus lanes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

It is such a blessing to have the bus lane between the roundabout and Buttermilk. I have been riding the buses for 15 years and the bus lane makes me not want to drive at all in to Aspen. I even turn down a ride with a friend as the bus will get me to where I am going quicker. I have been waiting for years for a better bus system and it is finally making a lot of progress. To me the bus lanes are a great incentive to ride the bus. It beats sitting in the line of cars. Thank you all for the bus lane. It is GREAT!!!

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## Jennifer Outwater

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**From:** [REDACTED]  
**Sent:** Monday, March 01, 2010 6:40 PM  
**To:** Commuterclub  
**Subject:** bus lane

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am on the upvalley bus a few mornings a week and enjoy how quickly the ride is into town from the ABC. Traditionally, traffic is backed up past Buttermilk, often to the ABC in early rush hour. We can zip on by the congestion as I often see a single person in each vehicle on the slow wait into town. It's amazing more people don't ride!

[REDACTED]  
**Sent:** Monday, March 08, 2010 4:44 PM

**To:** Commuterclub  
[REDACTED]

**Subject:** good vibes... bus lanes between Buttermilk and the Roundabout

Hi, Jennifer... Who needs a car when you have RFTA? I enjoy a day in a neighboring town, and the Roundabout tells me I'm on my way. As spring comes on, the flowers between the Roundabout and Buttermilk have a special meaning (thank you, CDOT)... I'm already thinking ahead to seed gathering. On the return trip I'm looking for that great picture of Pyramid and that hundred year old view of our beautiful entrance to Aspen. The Marolt Open Space with the split fence and view of Shadow Mountain and the barns that now house mining museums remind me of how fortunate we are to have kept this part of an older Aspen. I always like the mix... sights that remind me of the town's history, while going home in style with RFTA.

[REDACTED]  
[REDACTED]  
**Sent:** Thursday, March 04, 2010 1:58 PM

**To:** Commuterclub

**Subject:** the ride in to Aspen

Hi Jennifer: The best thing for me are the great views and seeing the preservation of the Open Space that so many other communities haven't done at their entrances. Seeing the Historic Marolt Ranch brings me back in time to simpler times. I love the old fences and the fields unspoiled by development. When I see the Marolt Barn I know I have arrived. The small town entrance is a delight in today's world of multiple lanes and high tech traffic solutions. Please don't change a thing, this is part of the charm and appeal of Aspen. Thanks for letting me share my experience of entering town on the bus! ●

[REDACTED]  
**Sent:** Thursday, March 04, 2010 12:26 PM

**To:** Commuterclub

**Subject:** RE: Share the Bus Lane Experience.

Hi Jennifer, The best part about entering the Roundabout from the bus lanes is the view of open meadows across Marolt Park with the community gardens and the landing area for the paragliders. I can only imagine a reversible 3 lane across Castle Creek Bridge as being contemplated on I70 in parts between Georgetown and Denver.

Thank you for asking for a story and for entering me for one of the